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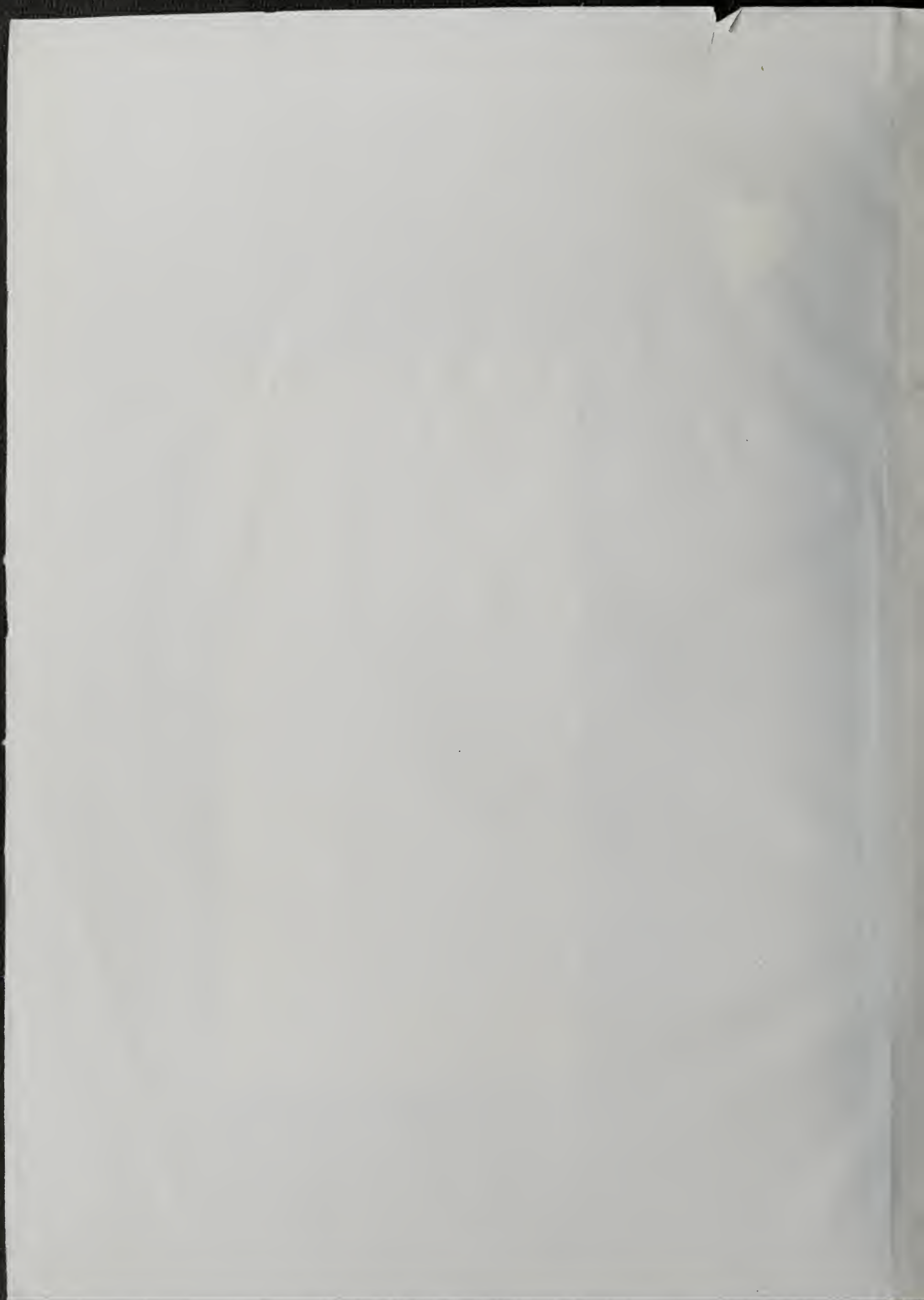
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INFORMATIONAL MEMORANDUM

DATE: May 3, 1948

SUBJECT: Traffic Speed Trends

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The results of 347 speed studies conducted during 1947, which include observations of 105,449 vehicles on main rural highways in 14 States, have been summarized. The pertinent facts for the 1947 studies are shown in table 1 attached. Table 2 is a similar summary of 319 additional studies made in 1946, including 138,084 vehicles in 17 States.

Also attached are tables and charts similar to those in Informational Memorandum dated January 31, 1946, which have been revised to include additional data received for the period ending December 31, 1945. Detailed data by States for earlier periods can be obtained by reference to Informational Memorandum dated August 24, 1945.

The average speed of all vehicles for the year ending December 31, 1947, was 46.8 miles per hour. This average is 1.6 miles per hour higher than the corresponding value from studies made during the previous year and is 2.8 miles per hour higher than the average for the period from August 15, 1945, to December 31, 1945. Nine of the thirteen States reporting speeds during both 1946 and 1947 experienced an increase in travel speed in the latter year. The average speed of all vehicles for which speeds were reported in 1947 is only 0.3 mile per hour lower than the average prewar speed. Thirty-seven percent of the passenger cars exceeded 50 miles per hour at the rural highway locations studied in 1947.

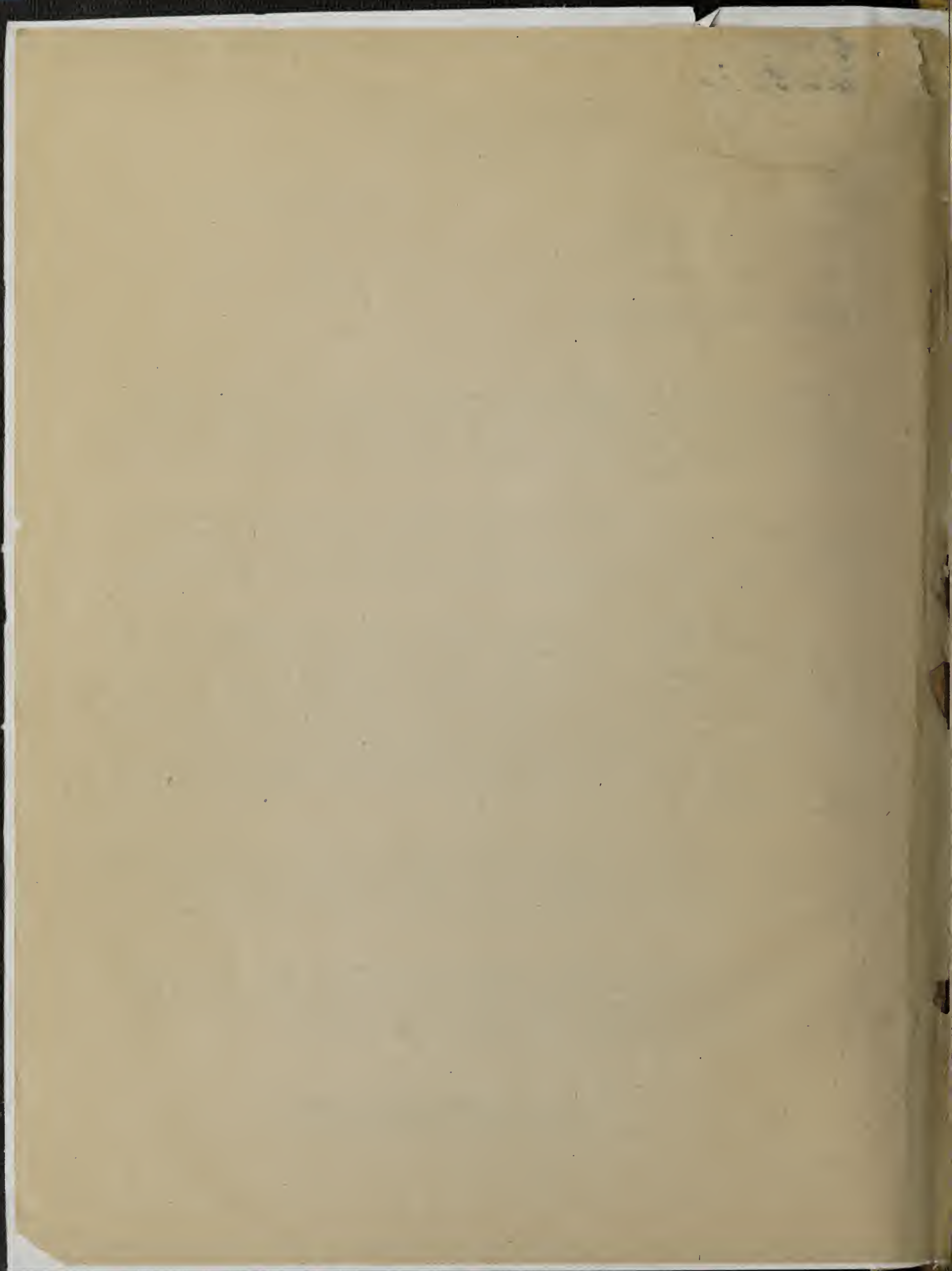
Trucks have shown a steady increase in average speeds to reach an all-time high of 42.2 miles per hour, which is 1.8 miles per hour higher than their pre-war average. Thirty-two percent of the trucks, according to the latest report, travel in excess of 45 miles per hour and twelve percent exceed 50 miles per hour.

Bus speeds during 1947 were slightly lower than in 1946. The bus speed averages of 47.8 miles per hour for 1946 and 47.4 miles per hour for 1947, however, are approximately two miles per hour faster than that reported for the period in 1945 immediately following the end of the war.

H. S. Fairbank, Deputy Commission
Public Roads Administration

Attachments

Average



24Jy53 div g. 1947, 1952 Cont.

TABLE 1.--AVERAGE SPEEDS AND PERCENTAGES OF VEHICLES TRAVELING IN EXCESS OF 35 MILES PER HOUR FOR THE PERIOD FROM JANUARY 1, 1947, TO DECEMBER 31, 1947.

EASTERN REGIONS

Region and State	Average speed												Speed exceeded											
	35 m.p.h.						40 m.p.h.						45 m.p.h.						50 m.p.h.					
	All	P.C.	Tk.	Bus	All	P.C.	Tk.	Bus	All	P.C.	Tk.	Bus	All	P.C.	Tk.	Bus	All	P.C.	Tk.	Bus				
	Miles per hour												Percentage of vehicles											
NEW ENGLAND Connecticut Maine	41.6	42.7	37.6	37.7	79	83	65	59	52	58	30	27	30	36	10	15	14	17	2	7				
	43.0	43.7	39.4	47.4	80	83	65	92	60	64	40	76	38	42	20	56	14	15	6	36				
MIDDLE ATLANTIC New Jersey	42.8	44.2	40.1	39.9	86	91	80	57	65	72	46	46	41	47	22	34	16	19	6	13				
SOUTH ATLANTIC North Carolina	45.2	46.2	41.9	50.8	90	92	85	97	71	76	58	91	50	57	32	80	22	26	12	54				
Average	43.2	44.2	39.8	44.0	84	87	74	76	62	68	44	60	40	46	21	46	16	19	6	28				

CENTRAL AND WESTERN REGIONS

EAST NORTH CENTRAL Indiana Wisconsin	53.4 48.7	53.8 49.6	49.3 44.9	52.3			95 99	95 99	94 99		88 92	88 94	87 82		77 68	78 73	65 40	59 38	60 44	34 10
EAST SOUTH CENTRAL Mississippi	47.5						86				75				62			46		
WEST NORTH CENTRAL Iowa Minnesota Missouri	47.0 46.6 49.3	48.6 47.3 50.8	42.4 41.7 44.7				92 92	94 93 95	88 83		79 78	82 80 87	68 57		60 55	66 59 73	41 26	42 30 51	48 33 51	20 10
WEST SOUTH CENTRAL Arkansas	43.7	45.9	39.1	46.4			81	86	71	84	61	70	43	71	47	58	25	27	35	8
MOUNTAIN Arizona Nevada	48.1 48.1	49.6	42.4	51.3			90 93	95	86	98	80 82	86	65	91	62 63	68	40	40 44	49	18
PACIFIC Oregon	49.6	51.7	43.5				96	97	91		85	90	68		64	74	32	40	50	9
Average	48.2	49.7	43.5	50.8			92	94	87	91	80	85	67	81	62	69	38	41	46	16

ALL STATES

Average	46.8	47.8	42.2	47.4	89	92	82	81	74	79	59	67	55	61	32	56	33	37	12	37
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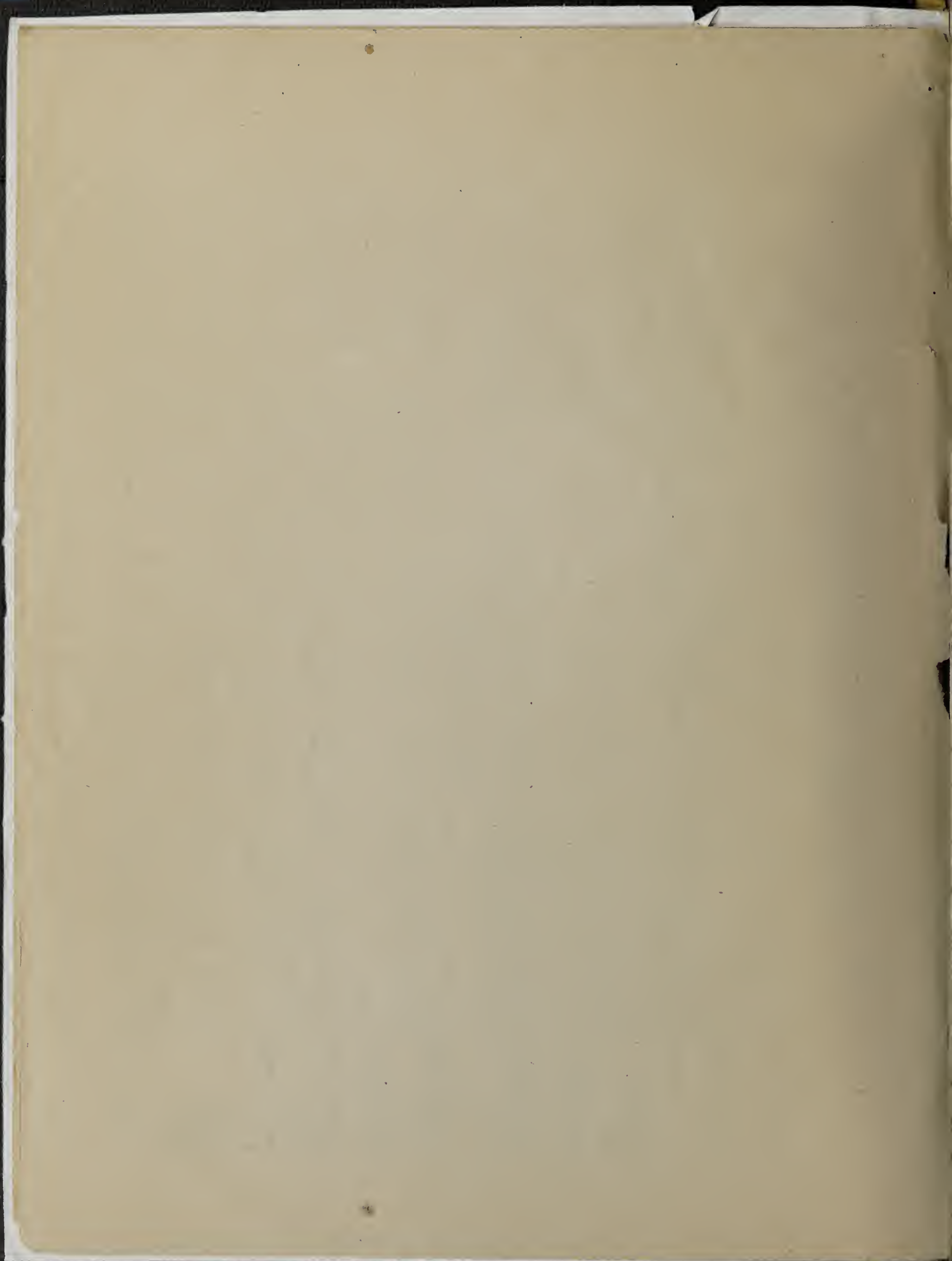


TABLE 2.--AVERAGE SPEEDS AND PERCENTAGE OF VEHICLES TRAVELING IN EXCESS OF 35 MILES PER HOUR FOR THE PERIOD FROM JANUARY 1, 1945 TO DECEMBER 31, 1946.

EASTERN REGIONS

State	Average speed			Speed exceeded											
				35 m.p.h.				40 m.p.h.				45 m.p.h.			
	All	P.C.	Tk.	All	P.C.	Tk.	Bus	All	P.C.	Tk.	Bus	All	P.C.	Tk.	Bus
	Miles per hour			Percentage of vehicles											
NEW ENGLAND															
Connecticut	39.7	40.5	36.1	36.7	76	81	62	71	48	52	27	44	23	28	9
Maine	44.2	45.0	40.4	51.2	90	93	80	95	59	64	37	90	39	44	18
MIDDLE ATLANTIC															
New Jersey	41.9	43.3	38.1	39.8	87	92	70	76	85	74	37	51	38	45	17
SOUTH ATLANTIC															
Maryland	40.4	41.1	36.7	41.1	78	80	63	82	52	55	30	55	28	28	7
North Carolina	44.3	45.4	41.2	48.8	88	92	80	91	86	72	50	86	44	50	28
Virginia	42.8	43.0	40.4	46.7	83	82	80	88	83	64	53	80	38	40	23
Average	42.2	43.0	38.8	44.0	84	87	72	84	58	64	39	68	35	39	17

CENTRAL AND WESTERN REGIONS

E. NORTH CENTRAL															
Indiana	43.2	44.0	36.8		88	69	50		53	57	29		38	41	15
Wisconsin	47.7	48.5	43.8	49.5	96	97	92		87	89	72		88	71	41
W. NORTH CENTRAL															
Iowa	45.8	47.3	41.3		94	94	90		78	82	64		57	64	33
Minnesota ¹	46.8	47.3	42.4	52.0	90	91	84	90	74	76	58		54	56	34
Missouri	47.8	49.3	42.8	54.6		94				85				69	64
W. SOUTH CENTRAL															
Arkansas	42.4	44.3	37.3	48.8	77	82	64	92	55	64	31	78	41	50	16
Louisiana	44.4	46.9	40.7	47.2	87	90	81	88	66	71	52	81	34	40	15
Texas	45.8	46.9	41.0	52.8	86	89	75	91	69	74	50	84	46	52	25
MOUNTAIN															
Arizona	50.3	49.3	39.9	46.2	96				81	82	48		73	65	
Nevada	47.6	50.3	41.2	55.0	91	94	78	97	81	86	55	94	59	76	26
New Mexico	49.0				91	94							69		37
PACIFIC															
Oregon	50.1	52.0	43.9		98	98	92		86	91	70		67	77	36
Average	46.7	47.8	41.0	50.8	88	90	78	93	73	78	53	81	55	60	28

ALL STATES

Average	45.2	46.1	40.2	47.8	87	89	76	88	68	73	48	74	48	53	24	58	29	32	9	41
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¹ Study includes period from August 15, 1945 to November 19, 1946.

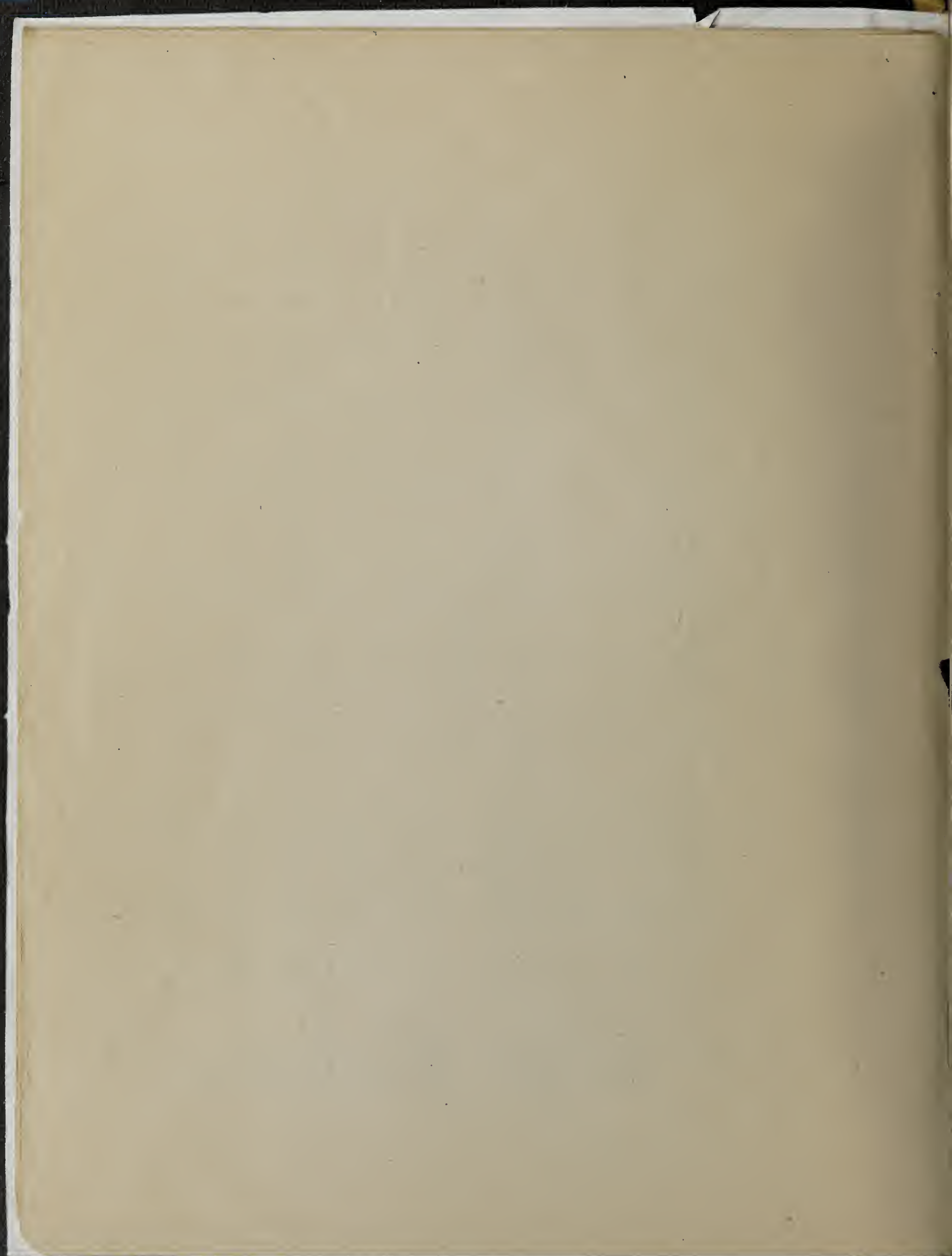


TABLE 3.--AVERAGE SPEEDS AND PERCENTAGE OF VEHICLES TRAVELING IN EXCESS OF 35 MILES PER HOUR FOR THE PERIOD FROM AUGUST 15, 1945 TO DECEMBER 31, 1945.

EASTERN STATES

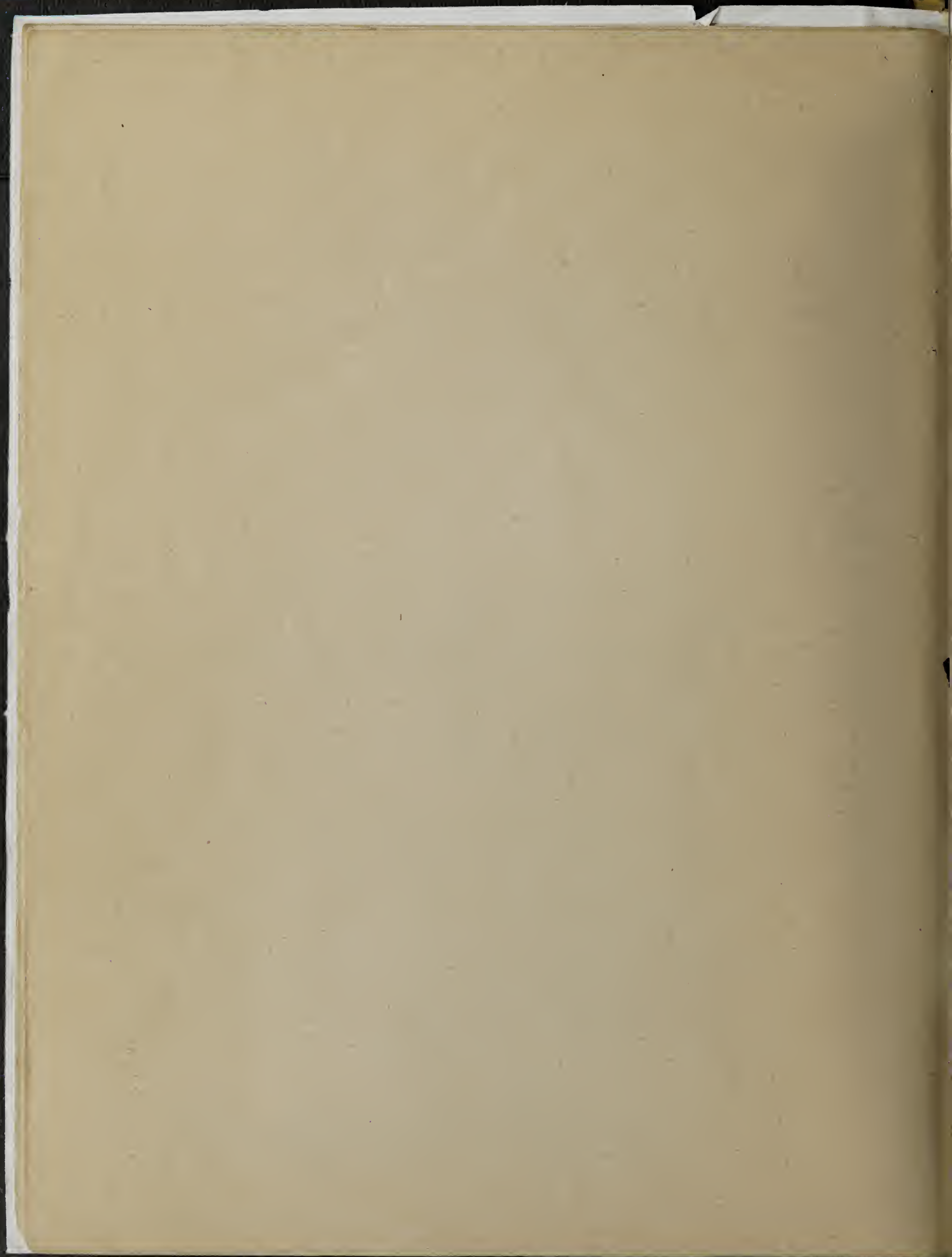
State	Average speed				Speed exceeded											
					35 m.p.h.				40 m.p.h.				45 m.p.h.			
					All	P.C.	Tk.	Bus	All	P.C.	Tk.	Bus	All	P.C.	Tk.	Bus
	Miles per hour				Percentage of vehicles											
Connecticut	40.8	41.7	37.0	40.1	85	88	73	67	51	57	31	54	24	28	10	2
Delaware	41.7	42.0	37.8		76	80	58		55	58	37		30	33	19	
Georgia	36.0	35.3	32.9	34.3	51	53	39	50	14	16	4	6	6	7	0	0
Maine	40.4	40.9	37.4	42.8	82	84	69	87	36	39	18	60	17	19	6	7
Maryland	43.2	43.7	39.4	42.9	88	88	78	88	64	67	48	66	39	42	20	2
New York ¹	46.8	46.8			96	96			92	92			67	67		
North Carolina	43.4	44.4	40.5	45.4	86	89	79	94	64	69	47	74	38	44	22	6
Virginia	44.7	45.2	42.1	47.1	86	88	82	88	70	72	59	80	49	52	35	16
West Virginia	40.2	41.9	35.7	36.3	65	74	45	56	42	50	20	43	23	29	7	6
Average	41.8	42.4	37.8	41.8	79	82	65	76	54	58	33	55	33	36	15	17

CENTRAL AND WESTERN STATES

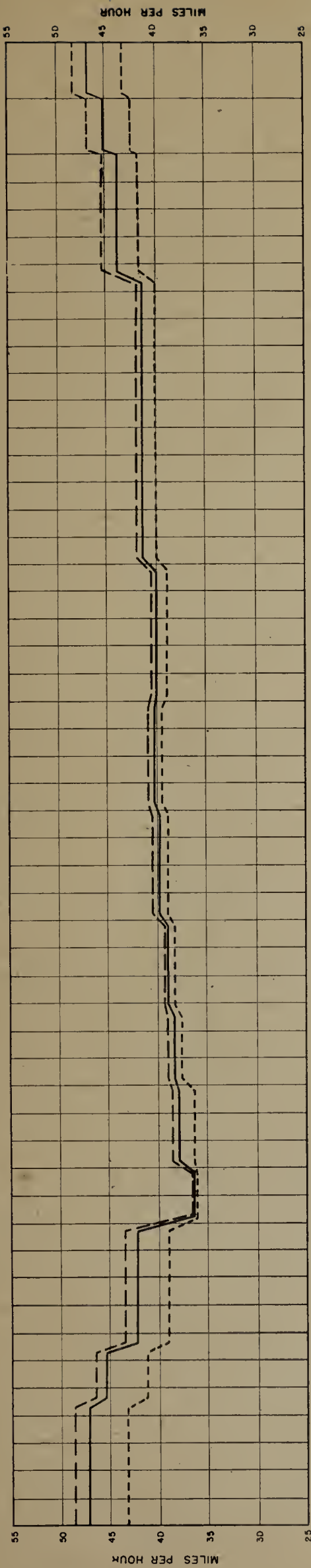
Arkansas	41.9	43.5	37.7	52.2	78	81	70	92	45	55	20	80	35	43	13	76	12	15	2	46
California	45.0	46.1	45.4	40.2	87	94	74	92	70	73	48	76	48	52	24	43	25	28	9	24
Colorado	44.8	45.9	39.6	44.2	88	90	78	78	62	68	40	54	52	57	28	50	30	34	9	40
Idaho	47.8	49.4	42.9		93	95	85		79	84	64		50	56	31		38	44	18	
Indiana	45.0	46.0	39.7		83	87	66		65	70	39	68	44	49	16		24	44	6	
Louisiana	42.0	43.2	39.0	43.2	80	84	72	82	59	64	46		26	33	12	32	18	23	7	27
Missouri	46.3	47.6	41.8	53.8	91	92	83	100	73	76	50	88	47	50	27	75	21	24	7	12
Montana	44.6	45.2	40.8	46.5	88	92	80		72	80	51		46	55	21		23	30	6	
Nebraska	45.0	46.5	41.0		90	92	78	100	74	78	56	80	53	57	27	20	33	37	14	20
Nevada	45.5	46.6	40.8	44.1	89	92	62	85	80	85	44	85	66	72	27	75	39	44	7	50
New Mexico	47.2	48.6	38.2	50.5	94	96	88		79	85	62		53	62	27		28	35	9	
Oregon	47.0	48.5	42.2		94	96	88		79	85	62		53	62	27		28	35	9	
Texas	45.1	46.3	39.2	48.4	80	83	64	85	66	70	44	75	40	45	18	57	24	28	6	40
Utah	50.6	52.1	45.8	50.8	98	99	96	100	94	97	85	95	74	70	54	80	63	70	40	60
Washington	46.7	47.4	40.7	54.0	96	97	73	100	77	79	44	98	59	60	23	87	29	31	13	53
Wisconsin	46.2	47.2	40.9	47.3	91	94	81		78	82	56		56	64	22		32	36	6	
Wyoming	38.4	38.7	37.7		71	70	71		33	36	23		19	19	17		11	12	8	
Average	45.2	46.4	40.8	47.0	87	90	76	91	69	74	48	80	48	54	24	60	28	33	10	37

ALL STATES

Average	44.0	45.0	39.8	45.5	84	87	73	85	64	69	43	70	42	48	21	48	24	28	9	29
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AVERAGE SPEED



PERCENTAGE OF ALL VEHICLES EXCEEDING 35 AND 40 MILES PER HOUR

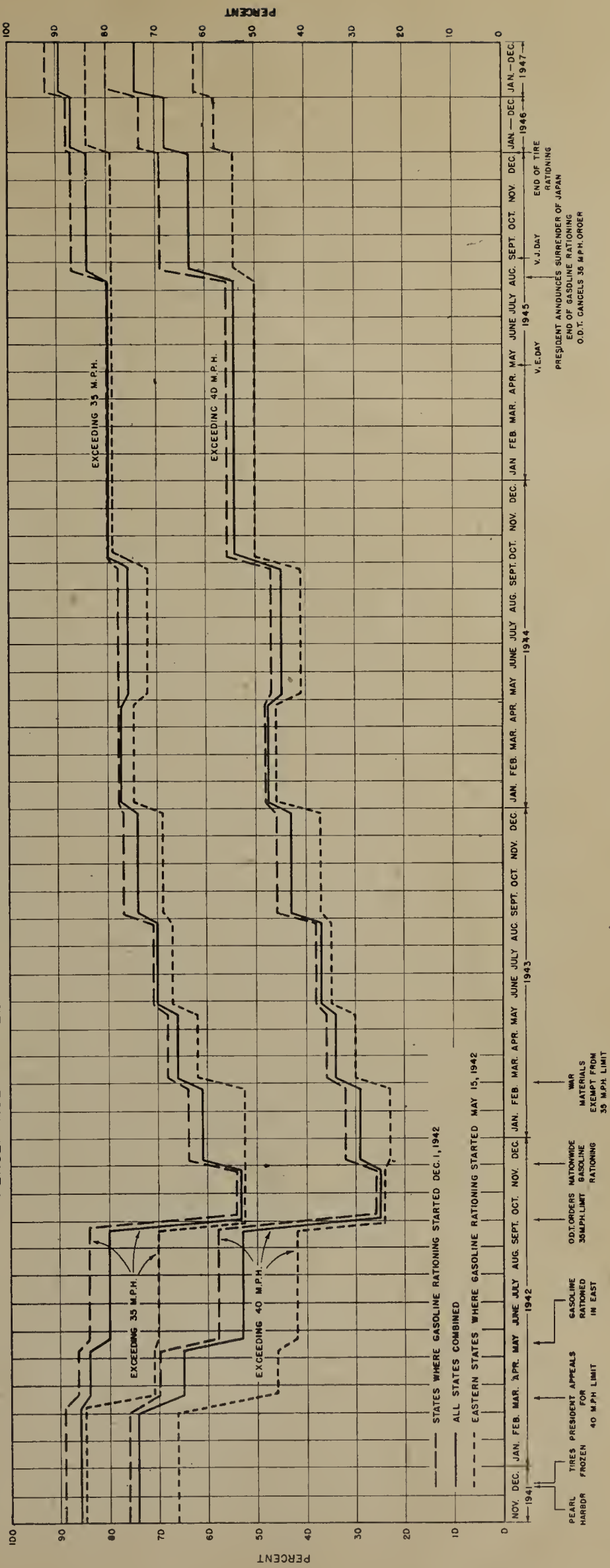
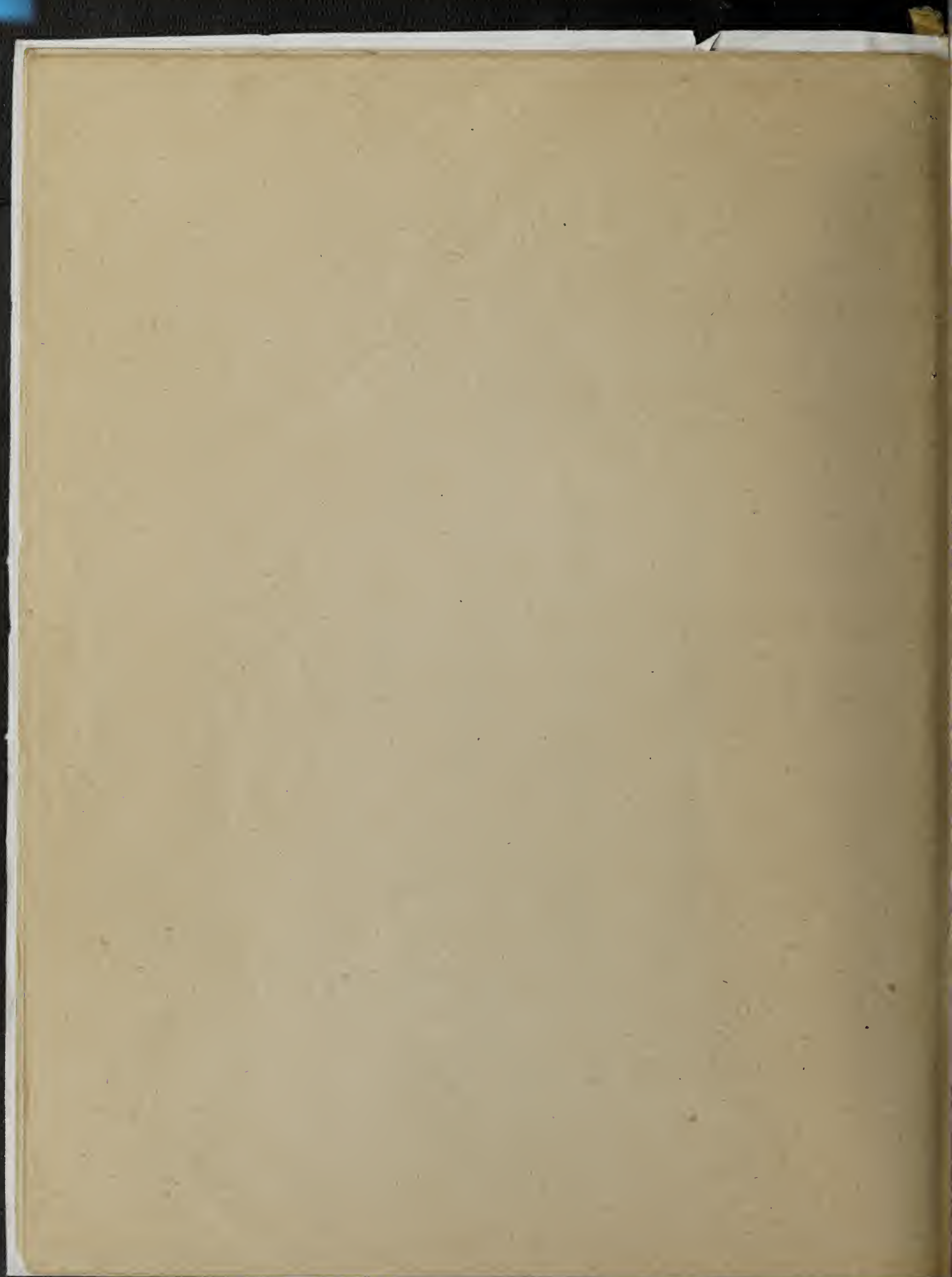


FIGURE 1 - AVERAGE SPEEDS ON MAIN RURAL HIGHWAYS
BY PERIODS AND RATION AREAS



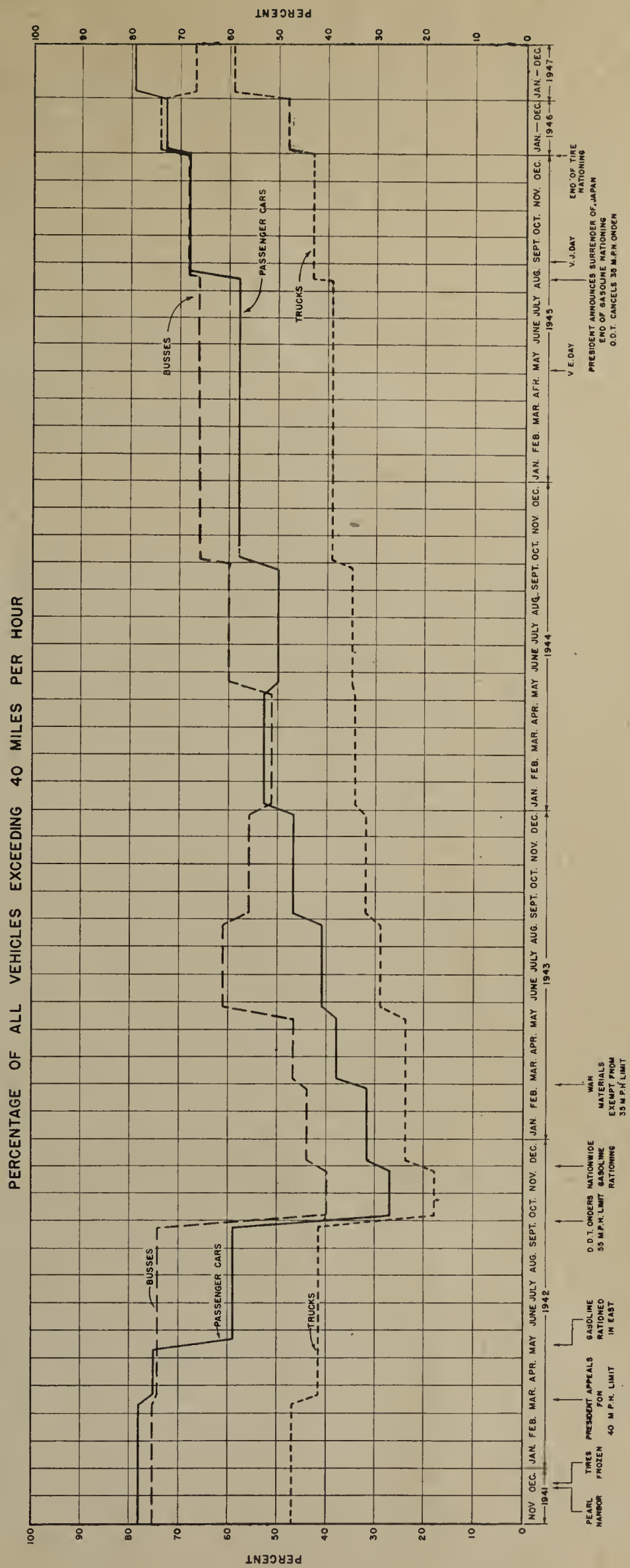
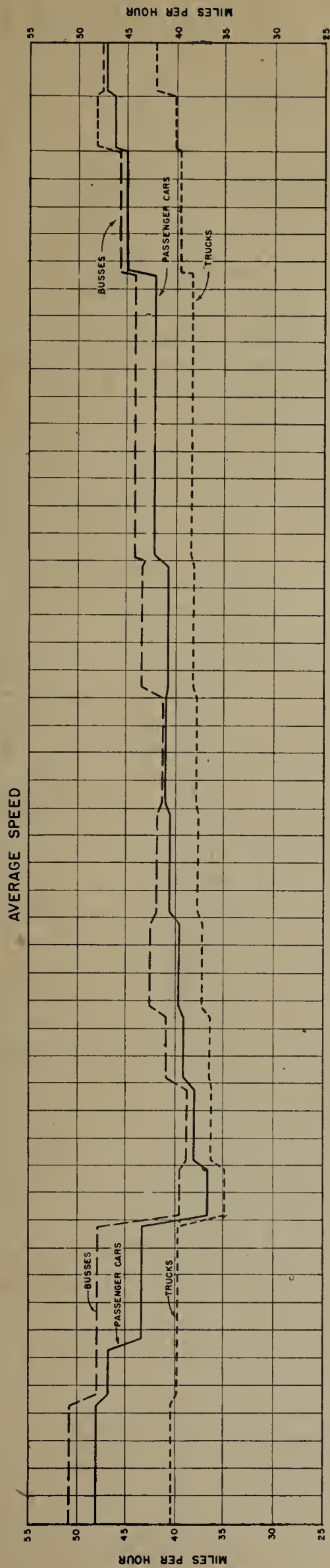
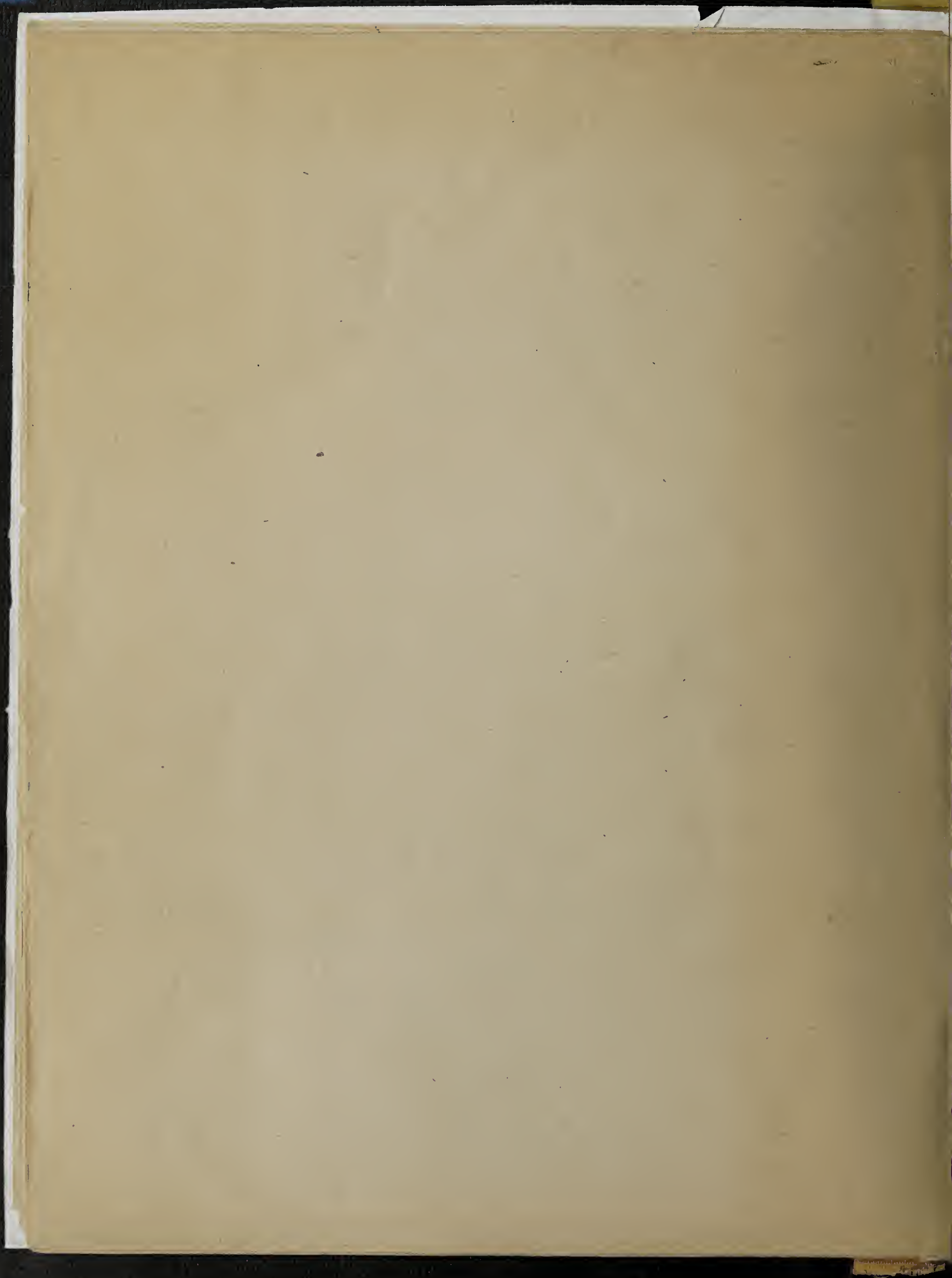


FIGURE 2-AVERAGE SPEEDS ON MAIN RURAL HIGHWAYS
BY PERIODS AND RATION AREAS



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U. S. DEPARTMENT OF COMMERCE
Charles Sawyer, Secretary

BUREAU OF PUBLIC ROADS
Thomas H. MacDonald, Commissioner

TRAFFIC SPEED TRENDS

Washington, D. C.

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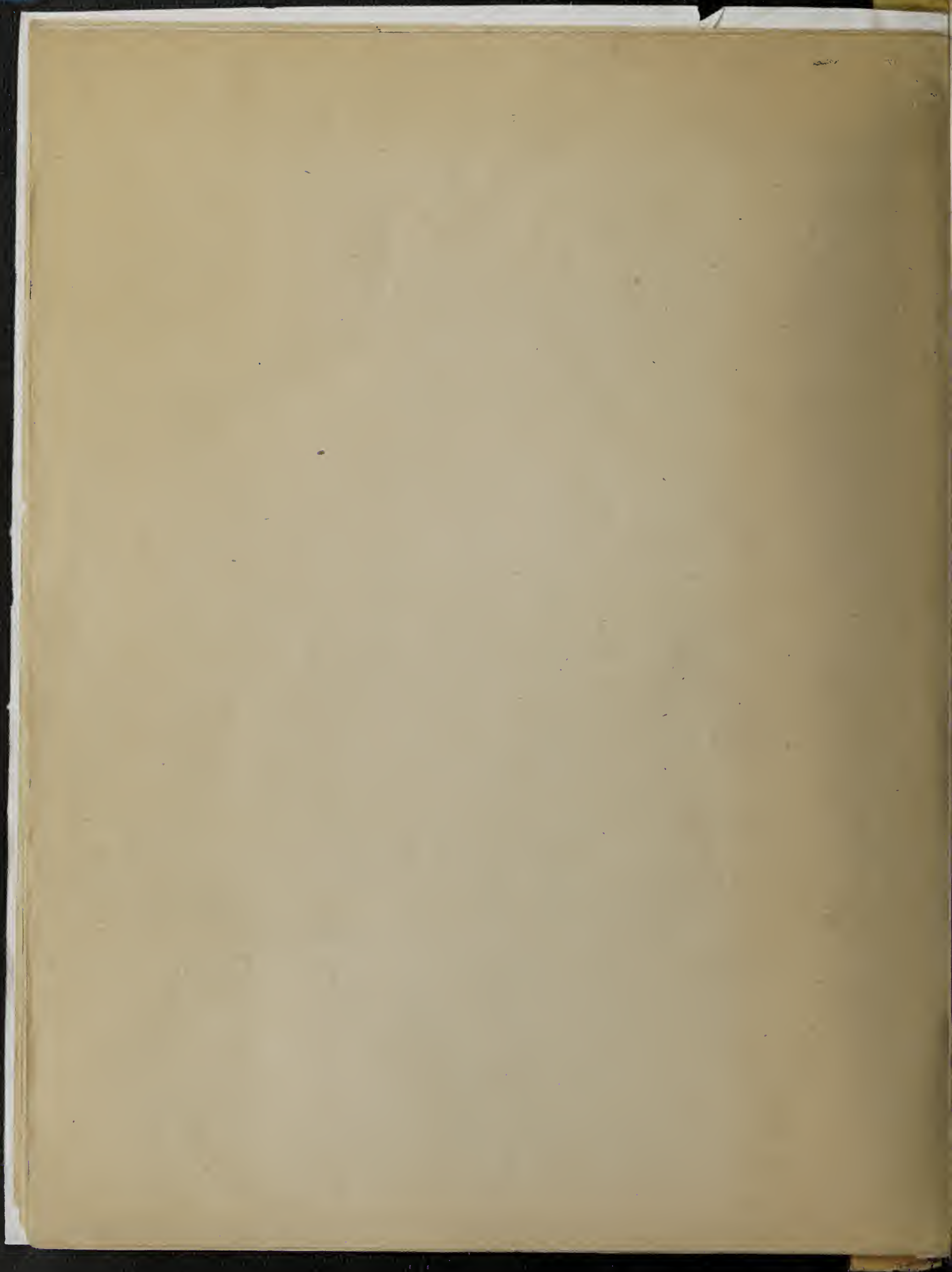
in the eastern States ded in the central and vehicles observed in han 50 miles per hour. ern States, 45 percent s per hour.

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H. S. FAIRBANK, Deputy Commissioner
Bureau of Public Roads

Attachments



TRENDS

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Twenty-three States have reported the results of 621 speed studies conducted during 1950 on main rural highways. The results of these studies, which include observation of 189,412 vehicles, are summarized in table 1, attached.

The average speed of all vehicles is 47.4 miles per hour, or 0.2 miles per hour slower than that reported for the 1949 studies. The average speed of passenger cars remains at exactly the same level as in the previous period, data for which appear in table 2.

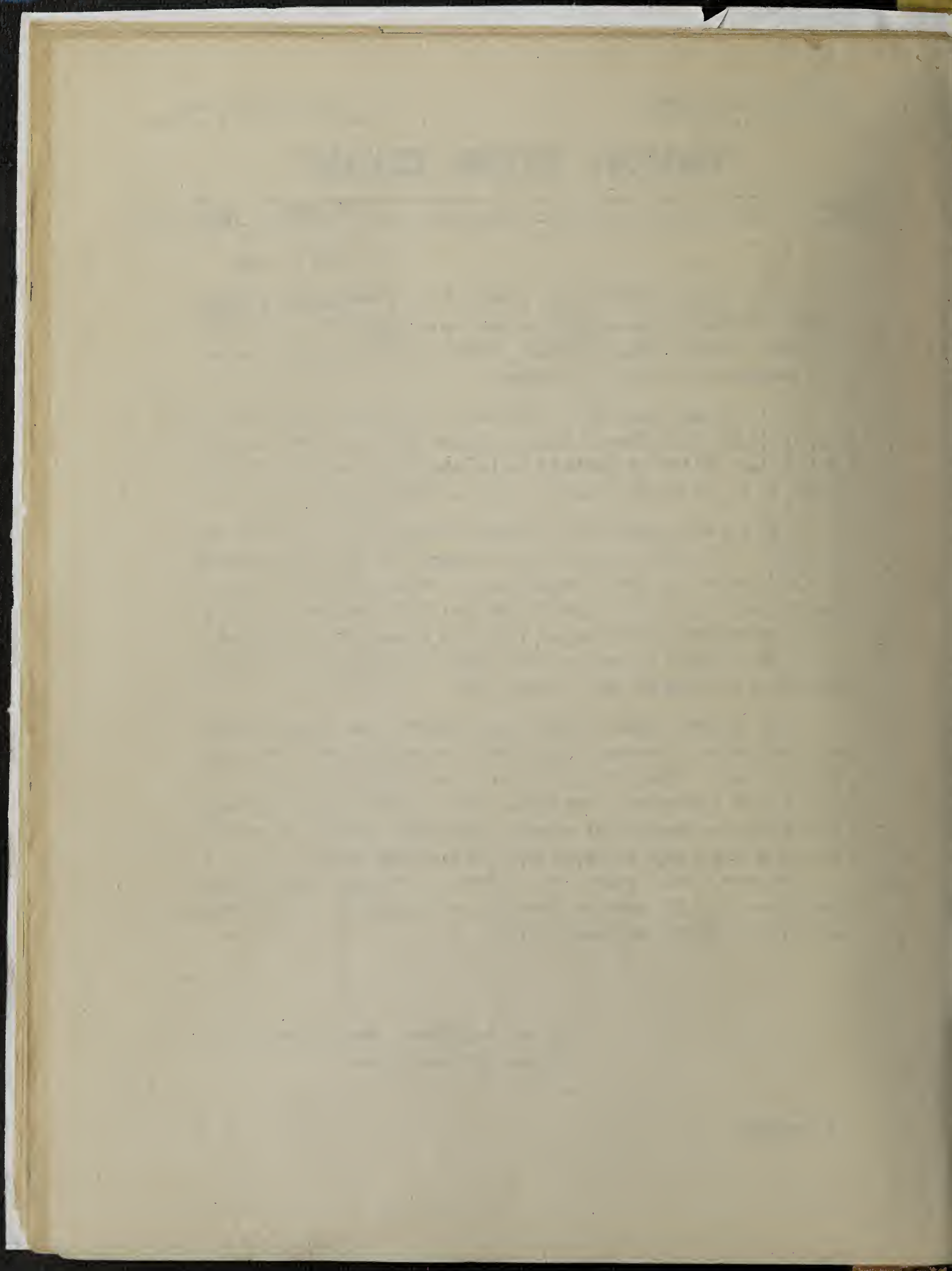
Truck and bus speeds have dropped slightly from those reported for 1949. The 1950 truck and bus averages are 42.8 miles per hour and 48.5 miles per hour, respectively. This average bus speed is about 2 miles per hour lower than that for the prewar period. Forty-six percent of the busses, forty-two percent of the passenger cars, and sixteen percent of the trucks were operated at speeds exceeding 50 miles per hour during 1950.

The regional summaries show that speeds in the eastern States are continuing to average below those recorded in the central and western States. Twenty-two percent of all vehicles observed in the eastern region were traveling faster than 50 miles per hour. In the region composed of central and western States, 45 percent of all vehicles were operated above 50 miles per hour.

Figures 1 and 2 depict the trends in average speeds and in the percentages of vehicles exceeding various speeds, separated by geographic regions and vehicle types.

H. S. FAIRBANK, Deputy Commissioner
Bureau of Public Roads

Attachments



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EASTERN REGIONS

CENTRAL AND WESTERN REGIONS

ALL STATES

Average	47.4	48.7	42.8	48.5	91	93	85	88	77	81	63	77	58	64	38	63	37	42	16	46	19	23	5	28	8	10	1	12
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1/ Study includes period from September 28, 1949 to September 15, 1950

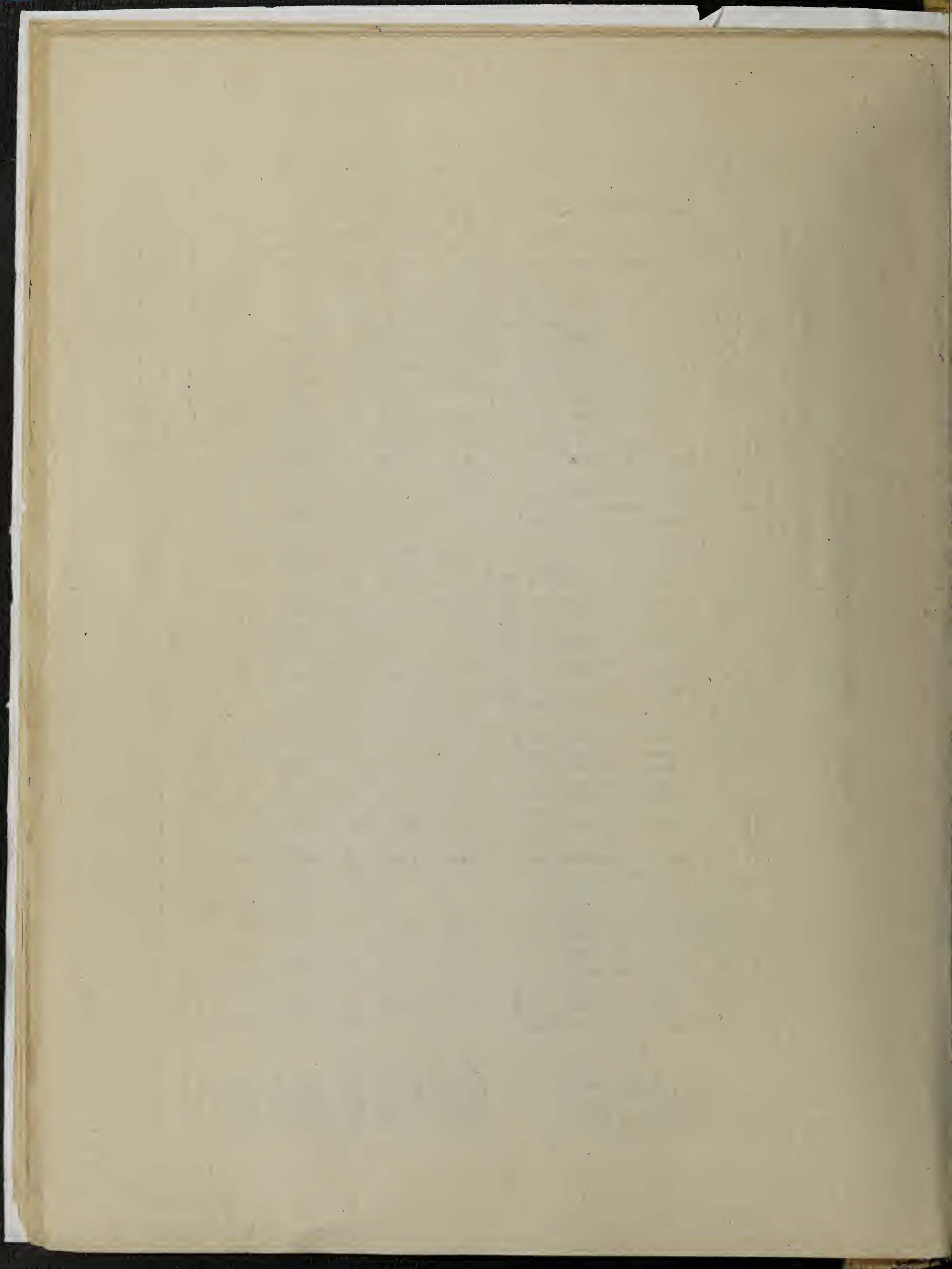


Table 2.—Average speeds and percentages of vehicles traveling in excess of various speeds for the period from January 1949 to December 1949

EASTERN REGIONS

Region and State	Speed exceeded											
	Average speed				40 m.p.h.				45 m.p.h.			
	Miles per hour				Bus				Bus			
	All	P.C.	Tk.	Bus	All	P.C.	Tk.	Bus	All	P.C.	Tk.	Bus
NEW ENGLAND:												
Connecticut	44.8	45.6	41.0	47.1	92	94	84	96	75	43	48	54
Maine	41.3	41.6	39.2	42.6	82	83	78	88	60	26	30	38
New Hampshire	43.1	43.7	40.8	44.6	88	90	82	100	70	39	42	37
MIDDLE ATLANTIC:												
New Jersey	43.8	44.7	41.1	43.3	93	95	89	86	69	46	51	44
SOUTH ATLANTIC												
Georgia	49.6	50.8	45.9	55.3	94	94	89	98	96	73	78	94
Maryland (near D.C.)	41.7	42.4	39.3	38.8	80	81	78	62	38	29	32	18
Maryland (other)	46.6	48.2	42.3	42.3	95	97	88	87	76	71	79	51
North Carolina	47.9	48.9	45.4	50.4	91	94	86	92	85	62	67	79
Virginia	44.0	44.2	42.1	47.0	82	80	86	80	68	41	42	32
Average	44.8	45.6	41.9	46.1	89	90	84	88	70	48	52	33

Percentage of vehicles

CENTRAL AND WESTERN REGIONS

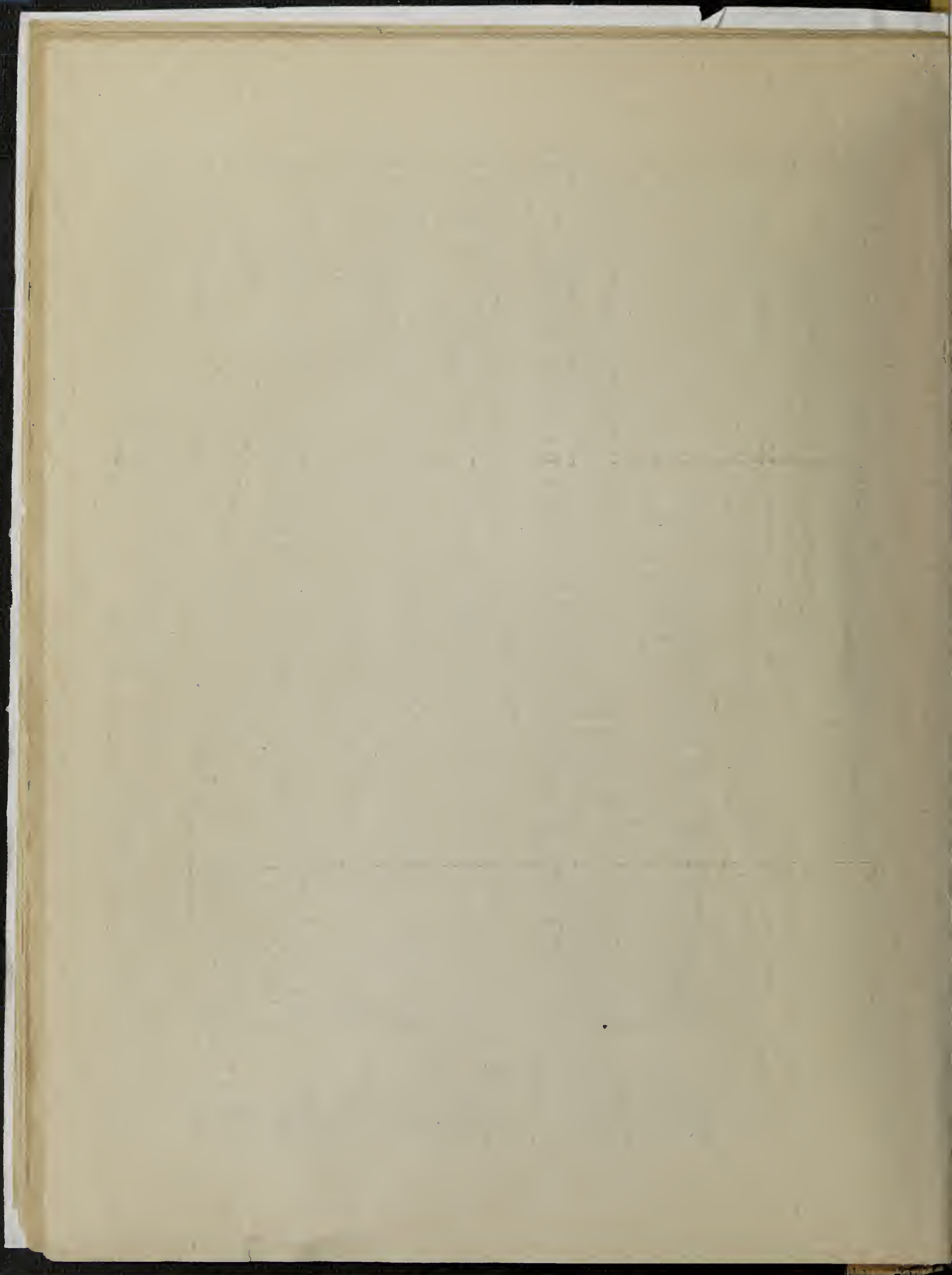
EAST NORTH CENTRAL	50.1	51.7	45.6	53.1	96	97	93	97	86	89	75	72	75	44	65	22	28	6	11	14	2
Indiana	51.0	52.0	46.6	52.0	94	95	92	99	84	86	78	69	72	57	37	35	40	17	20	24	5
Michigan	50.4	51.1	47.3		99	99	99		91	92	88	73	76	58		28	33	9	12	15	1
Wisconsin																					
WEST NORTH CENTRAL	51.3	52.9	46.3		97	98	95		90	92	84	77	82	61		37	45	13	22	28	4
Iowa	48.5	49.4	41.7		94	96	82		84	86	58	65	70	28		29	22	2	6	6	0
Minnesota 1/	50.5	52.1	45.6	55.3	95	96	93	99	87	90	79	70	77	50		20	35	7	13	17	0
Missouri	49.0	49.6	46.7	53.4	93	92	94	98	81	82	76	66	68	52		24	27	6	10	12	20
Nebraska	45.8	46.9	41.6	48.6	89	90	82	96	72	76	56	52	58	28		13	15	3	4	6	2
South Dakota																					
WEST SOUTH CENTRAL	46.5	49.2	41.0	50.8	87	91	77	92	74	82	56	59	70	35		21	30	3	7	10	6
Arkansas	44.8	46.5	40.9	54.4	88	90	81	98	74	78	62	53	59	33		19	23	5	9	9	14
Oklahoma																					
MOUNTAIN	50.9	51.7	44.3	54.5	92	94	88		82	87	70	67	74	53		28	33	8	10	15	15
Arizona 2/	48.8	49.7	44.3	54.5	95	96	86		85	87	70	74	78	44		29	33	8	12	14	1
Colorado	50.6	52.4	44.4	55.2	94	96	86	100	86	90	70	72	78	46		32	38	10	14	17	2
Montana	50.9	52.2	45.9	53.8	94	96	87	98	84	88	73	70	74	53		36	40	20	20	23	38
Nevada	49.1	50.2	44.7	55.4	94	96	86	94	84	88	74	64	70	48		23	27	8	16	18	32
Utah																					
PACIFIC:																					
Oregon	49.8	51.4	44.9	51.3	94	95	90	96	82	86	72	65	72	46		27	33	10	14	17	6
Washington	45.8	47.4	41.8		92	94	84		76	80	58	53	58	28		10	11	2	3	3	0
Average	49.0	50.4	44.3	53.2	93	95	88	96	82	86	71	66	71	45		25	30	8	12	15	19

ALL STATES

Average	47.6	48.7	43.5	50.3	92	93	87	93	78	81	67	63	65	41	52	21	25	7	9	12	14
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1/ Study includes period from September 22, 1948, to September 28, 1949.

2/ "Passenger car speeds" represents spring study, while "speeds of all vehicles" is for fall study only.



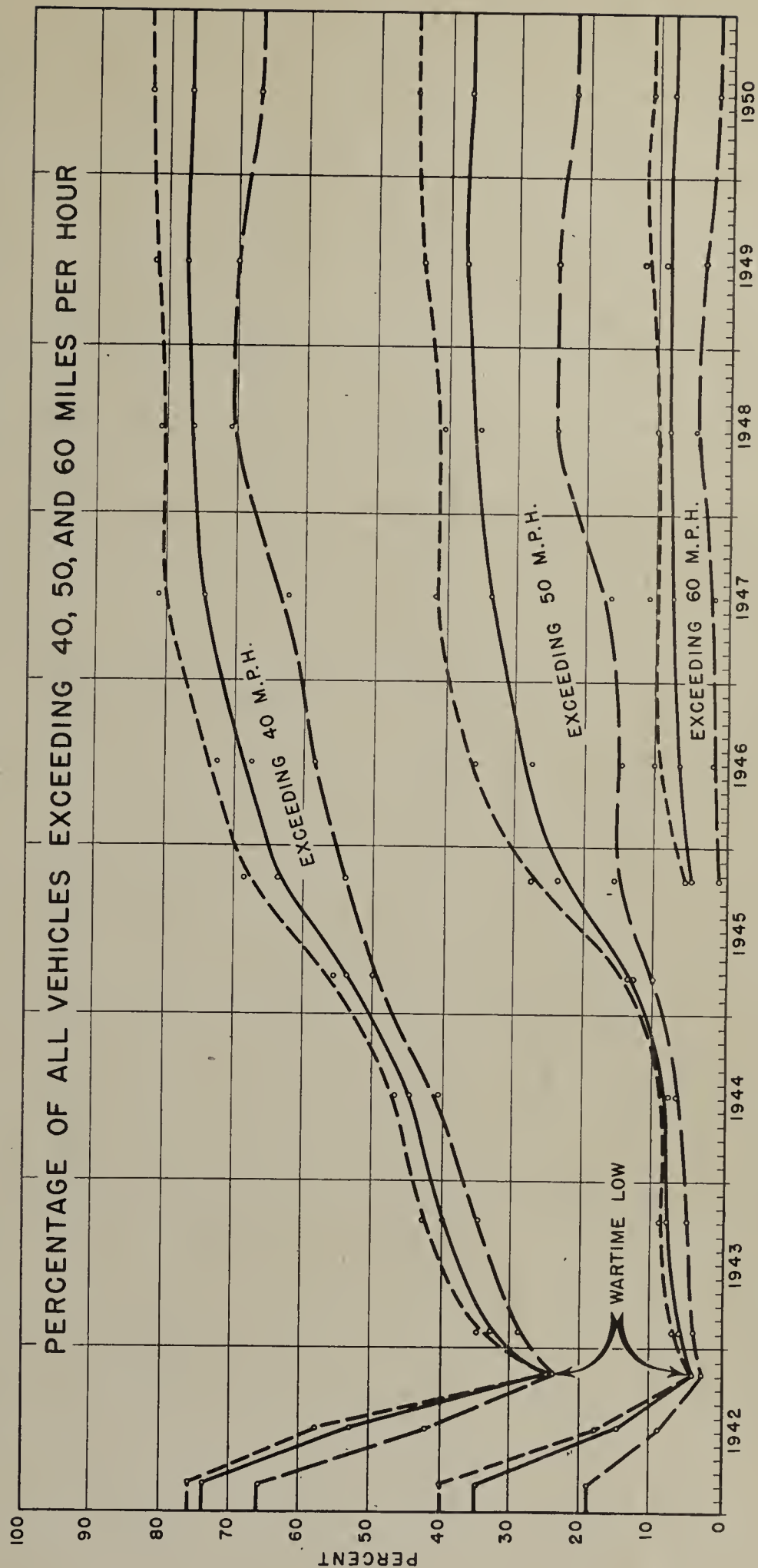
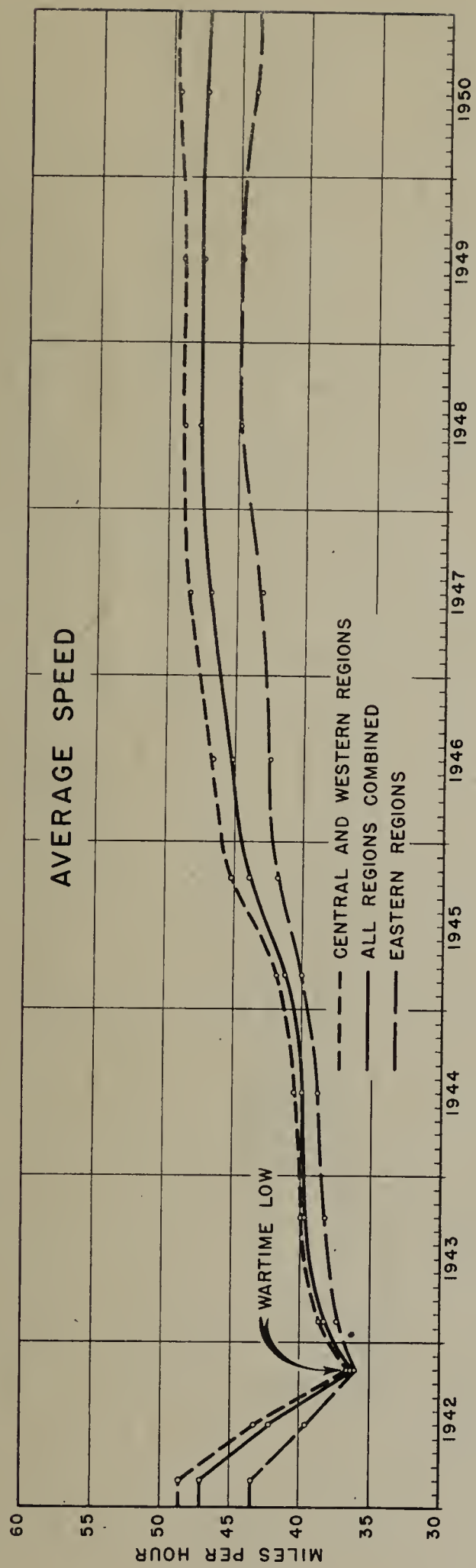
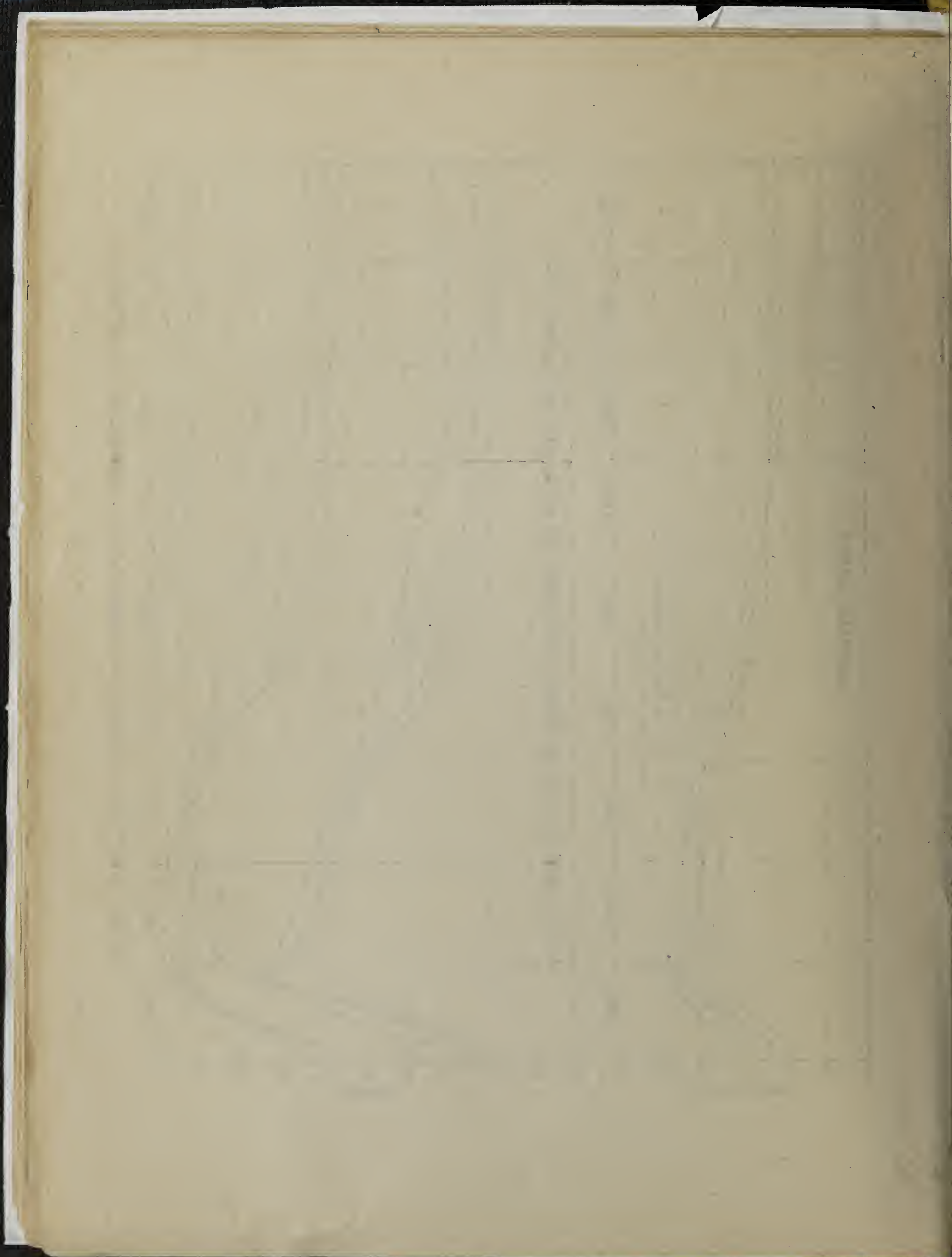


FIGURE 1.-SPEED TRENDS ON MAIN RURAL HIGHWAYS BY REGIONS



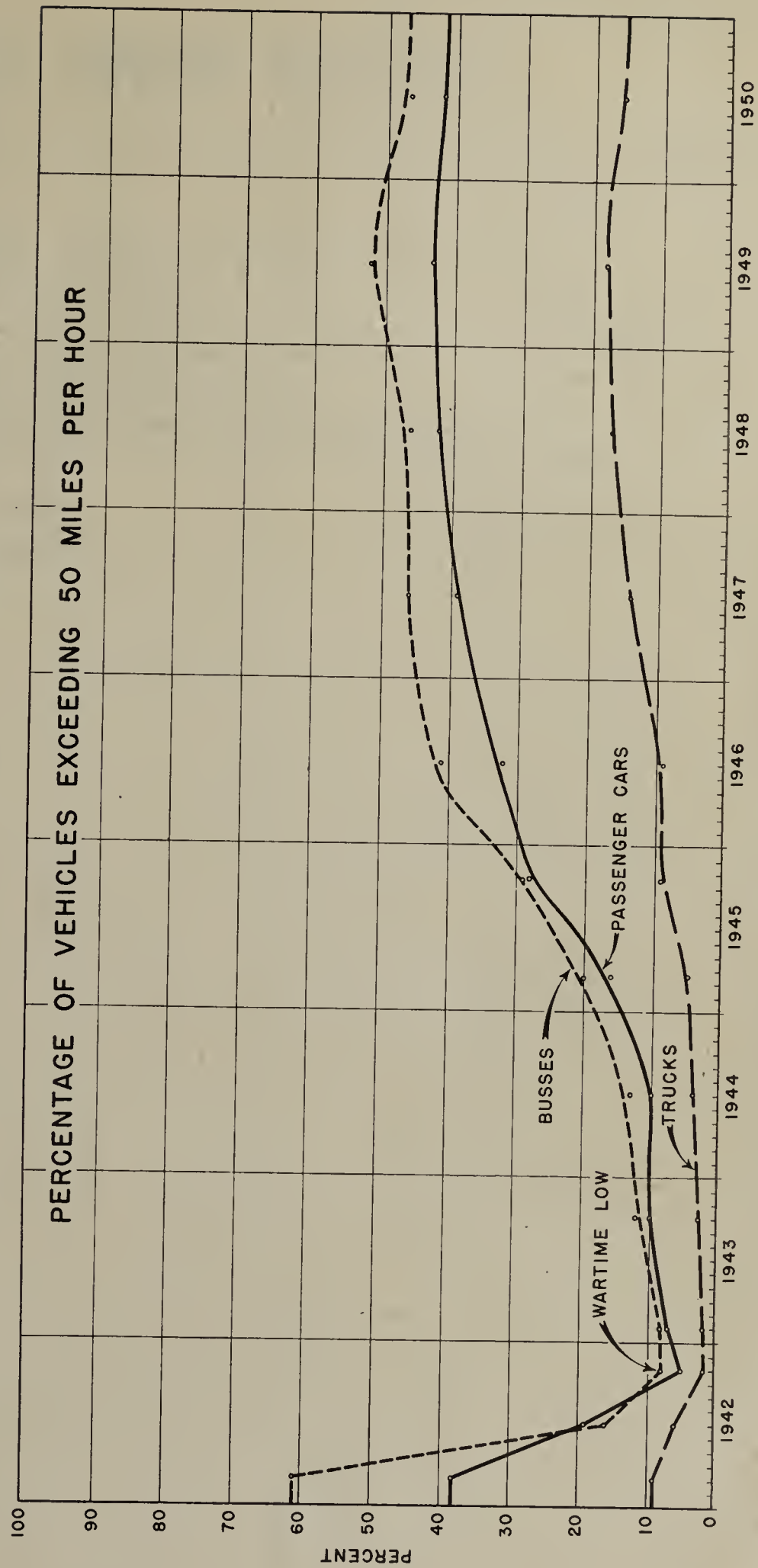
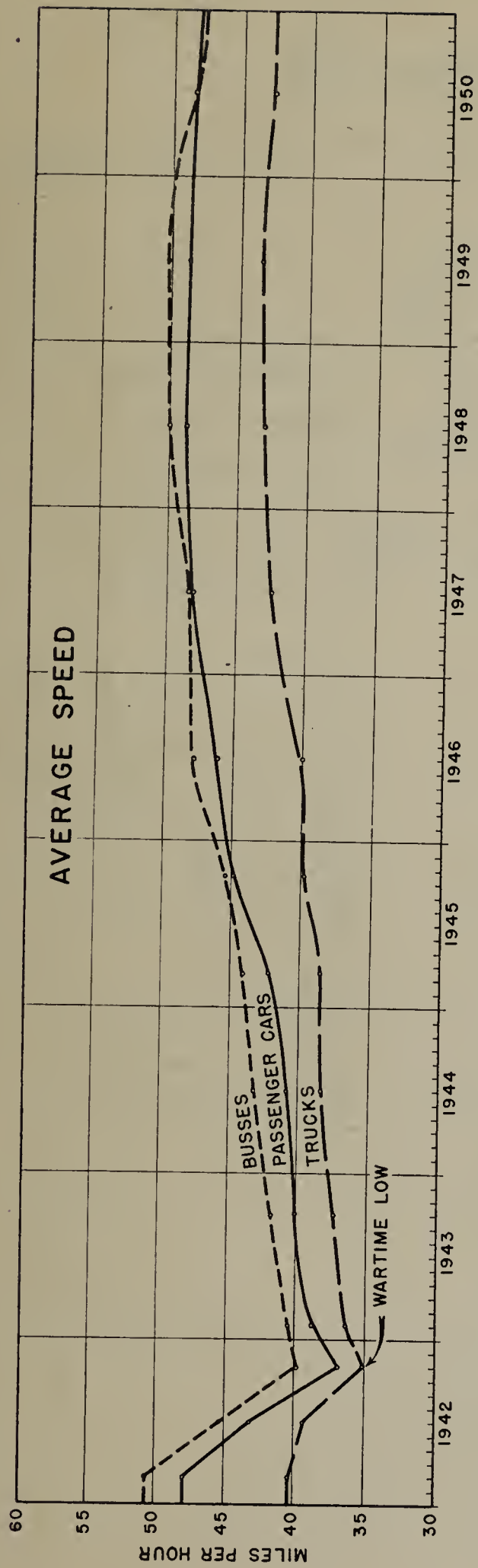
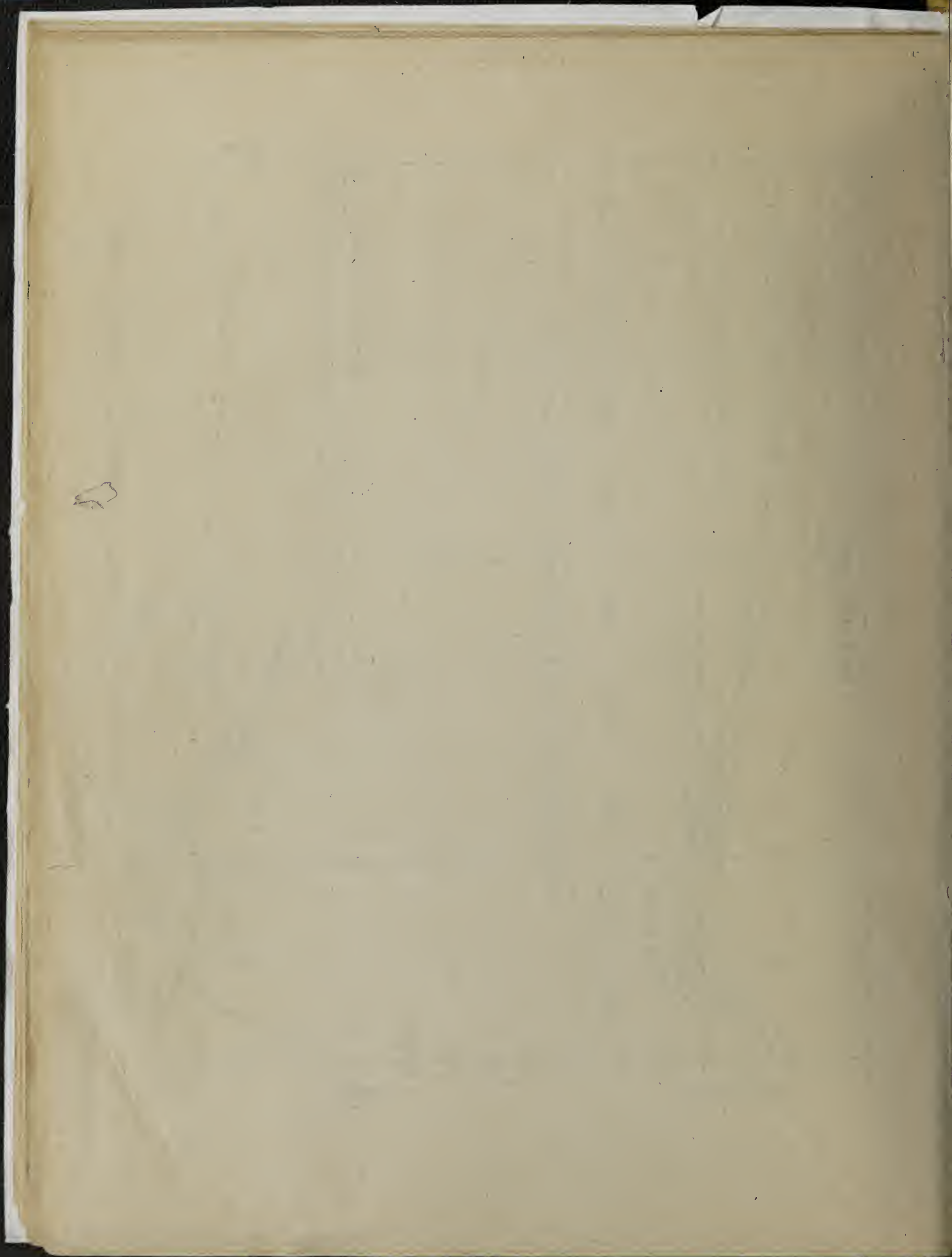


FIGURE 2.-SPEED TRENDS ON MAIN RURAL HIGHWAYS BY VEHICLE TYPE



614.862
Un3t
1952

U. S. DEPARTMENT OF COMMERCE
Sinclair Weeks, Secretary

BUREAU OF PUBLIC ROADS
Thomas H. MacDonald, Commissioner

TRAFFIC SPEED TRENDS

Washington, D. C.

THE LIBRARY OF THE
March 1953

APR 3 1953

UNIVERSITY OF ILLINOIS

Twenty-six studies conducted of these studies are summarized in which has been re period ending De separated by regi

The average hour, which is a record high. Six 1952 experienced continue to show age speed for ea 51.9 miles per ho

Fifty-two pe hour and 15 perce two percent of served exceeding

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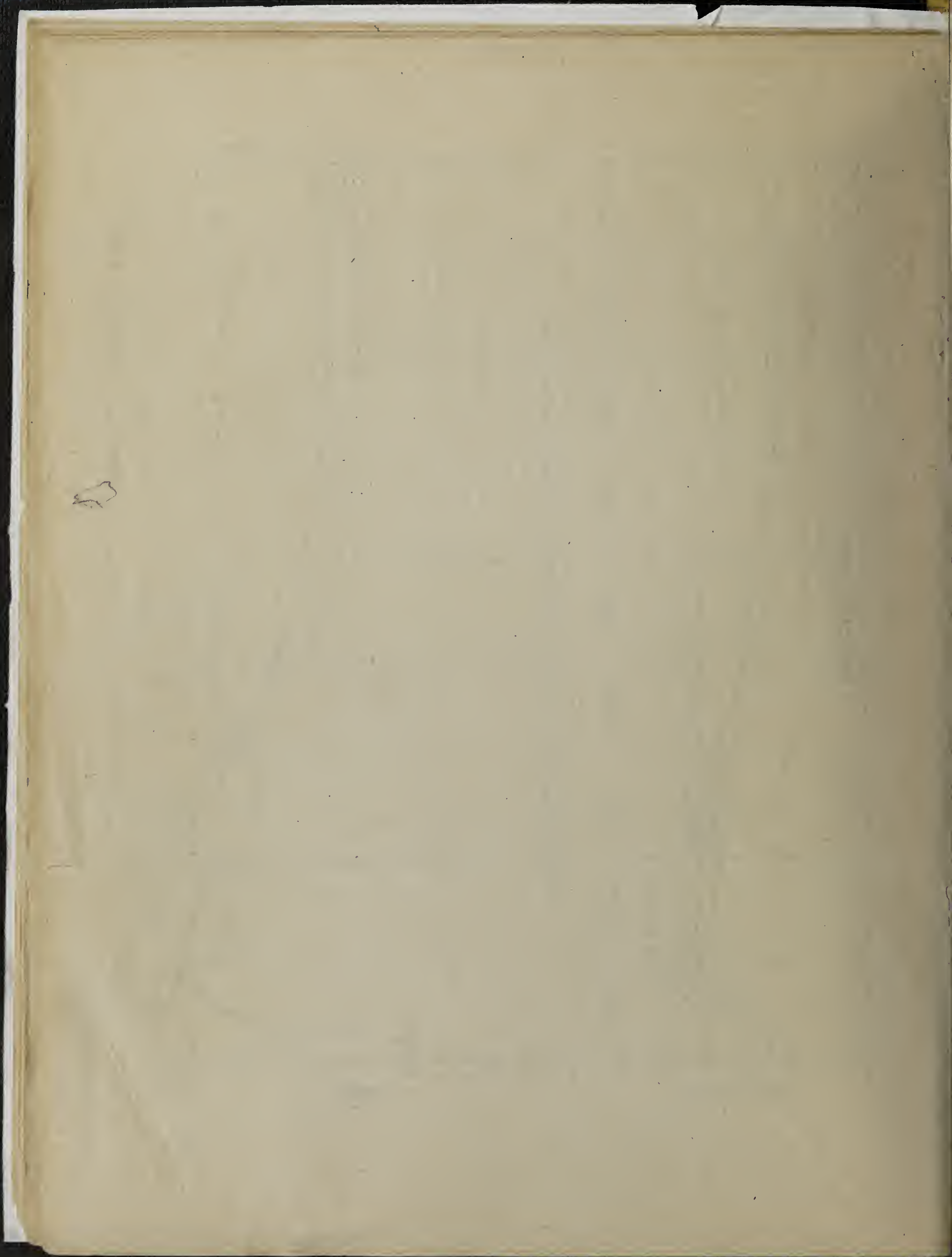
s of 681 speed . The results ,810 vehicles, d is table 2 ceived for the speed trends, ype.

49.5 miles per er last year's both 1951 and ks and busses od. The aver- 0.8, 44.8, and

l 50 miles per hour. Twenty- asses were ob-

Attachments

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1952

U. S. DEPARTMENT OF COMMERCE
Sinclair Weeks, Secretary

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Washington, D. C.

DEPARTMENT OF PUBLIC ROADS
H. MacDonald, Commissioner

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THE LIBRARY OF THE
March 1953

APR 3 1953

UNIVERSITY OF ILLINOIS

Twenty-six States have reported the results of 681 speed studies conducted during 1952 on main rural highways. The results of these studies, which include observations of 274,810 vehicles, are summarized in table 1, attached. Also attached is table 2 which has been revised to include additional data received for the period ending December 1951. Figures 1 and 2 show speed trends, separated by regions of the country and by vehicle type.

The average speed of all vehicles in 1952 was 49.5 miles per hour, which is an increase of 0.6 mile per hour over last year's record high. Sixteen of the 21 States reporting in both 1951 and 1952 experienced an increase. Passenger cars, trucks and busses continue to show an increase over the previous period. The average speed for each of the three vehicle types is 50.8, 44.8, and 51.9 miles per hour, respectively.

Fifty-two percent of the passenger cars exceeded 50 miles per hour and 15 percent were traveling over 60 miles per hour. Twenty-two percent of the trucks and 60 percent of the busses were observed exceeding 50 miles per hour.

Attachments

Table 1.—AVERAGE SPEEDS AND PERCENTAGES OF VEHICLES TRAVELING IN EXCESS OF VARIOUS SPEEDS FOR THE PERIOD FROM JANUARY 1952 TO DECEMBER 1952

Region and State	Average speed						35 m. p. h.						40 m. p. h.						45 m. p. h.						50 m. p. h.						55 m. p. h.						60 m. p. h.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
	Miles per hour						All	P. C.	Tk.	Bus	All	P. C.	Tk.	Bus	All	P. C.	Tk.	Bus	All	P. C.	Tk.	Bus	All	P. C.	Tk.	Bus	All	P. C.	Tk.	Bus																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
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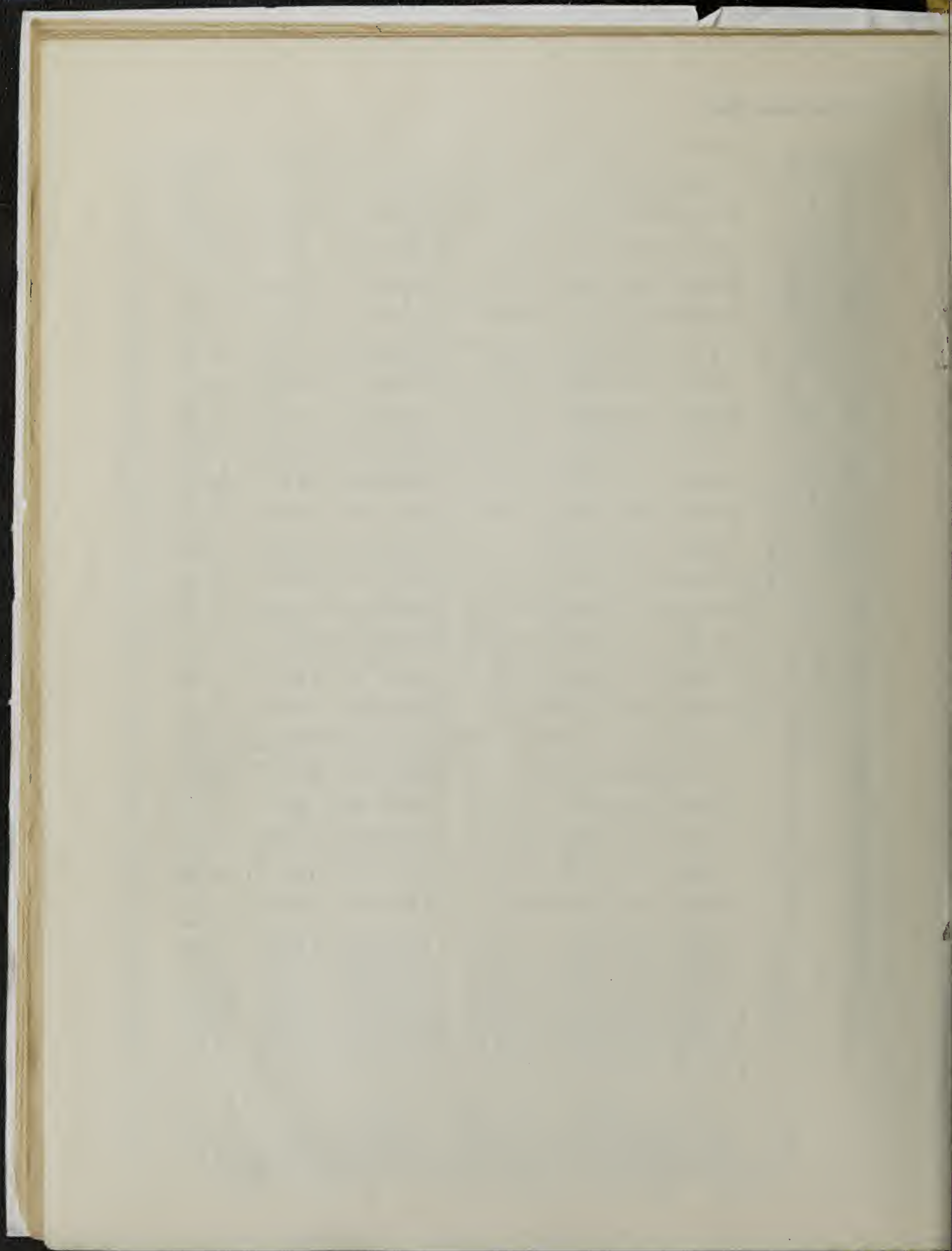
¹ Regular speed study.² Special statewide study and not included in averages.

614.862
Un3t
1952

TRAFFIC SPEED TRENDS

Table 2.—AVERAGE SPEEDS AND PERCENTAGES OF VEHICLES TRAVELING IN EXCESS OF VARIOUS SPEEDS FOR THE PERIOD FROM JANUARY 1951 TO DECEMBER 1951

Region and State	Speed exceeded											
	Average speed				35 m.p.h.				40 m.p.h.			
	Miles per hour				Percentage of vehicles				Percentage of vehicles			
	All	P.C.	Tk.	Bus	All	P.C.	Tk.	Bus	All	P.C.	Tk.	Bus
EASTERN REGIONS												
New England:												
Connecticut.....	45.0	46.0	41.2	47.3	90	92	83	100	71	75	53	83
Maine.....	43.2	43.6	40.4	46.6	88	89	81	92	68	70	57	80
New Hampshire.....	42.7	42.8	41.4	45.0	93	96	86	98	65	66	60	84
Middle Atlantic:												
New Jersey.....	44.6	45.6	40.8	41.2	95	97	88	90	80	84	65	70
New York.....	46.9	47.1	45.3	50.6	92	93	89	98	78	79	75	90
South Atlantic:												
North Carolina.....	46.8	48.0	43.4	45.8	88	92	81	82	76	80	64	68
South Carolina.....	49.9	51.6	45.4	50.2	94	96	90	95	85	90	74	83
Average.....	45.6	46.4	42.6	46.7	91	94	85	94	75	78	64	80
CENTRAL AND WESTERN REGIONS												
East North Central:												
Michigan.....	47.0	48.4	42.6	48.6	91	92	87	94	78	82	66	78
Wisconsin.....	48.3	49.0	43.8	48.9	94	95	88	....	83	86	72	....
East South Central:												
Mississippi.....	44.9	45.7	40.6	47.6	78	82	70	88	63	67	44	74
West North Central:												
Iowa.....	50.4	51.7	46.1	....	96	96	94	....	86	88	79	....
Minnesota.....	50.3	51.2	43.4	....	96	98	89	....	89	92	68	....
Missouri.....	53.1	55.1	47.6	57.3	98	98	96	99	92	94	86	99
Nebraska.....	50.0	50.8	45.4	58.4	94	94	91	100	84	86	79	100
South Dakota.....	48.5	49.8	43.6	52.6	92	94	86	96	80	83	66	96
West South Central:												
Arkansas.....	49.0	52.0	42.9	50.4	92	95	84	96	80	88	64	91
Oklahoma.....	47.0	48.8	42.1	52.5	91	93	83	97	79	84	65	94
Mountain:												
Arizona.....	52.8	54.0	48.9	59.7	97	97	94	100	90	92	84	100
Colorado.....	52.4	53.4	46.7	55.4	97	97	92	100	90	92	78	97
Montana.....	52.4	54.1	45.8	56.4	97	98	94	100	90	94	76	100
Nevada.....	54.2	55.8	49.1	56.6	98	99	95	100	92	94	84	100
Wyoming.....	53.5	54.8	45.9	....	....	98	....	....	....	94	....	....
Pacific:												
California.....	49.9	50.9	46.1	51.9	94	94	89	91	83	86	75	79
Oregon.....	51.5	53.1	46.4	....	97	98	94	....	89	92	81	....
Washington.....	49.2	50.2	45.2	52.9	96	97	92	99	88	90	75	90
Average.....	50.2	51.6	45.1	53.5	94	95	89	97	84	88	73	92
ALL STATES												
Average.....	48.9	50.1	44.4	51.2	93	95	88	96	82	85	70	88



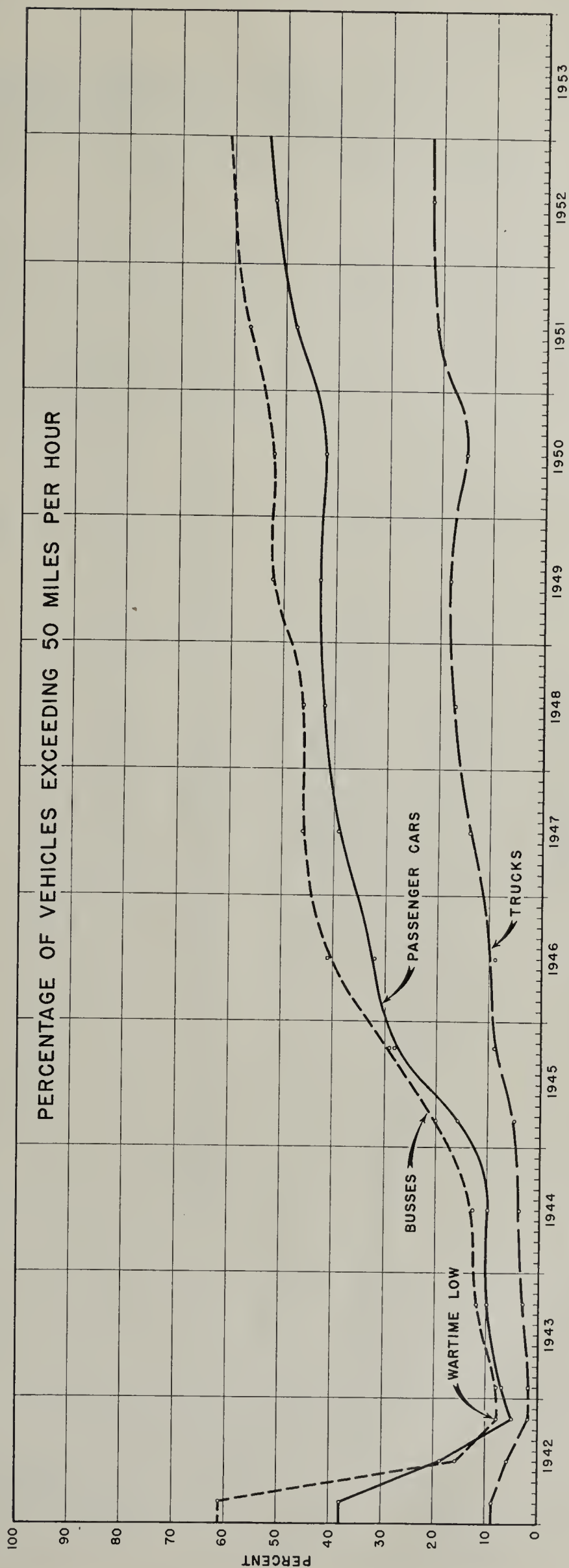
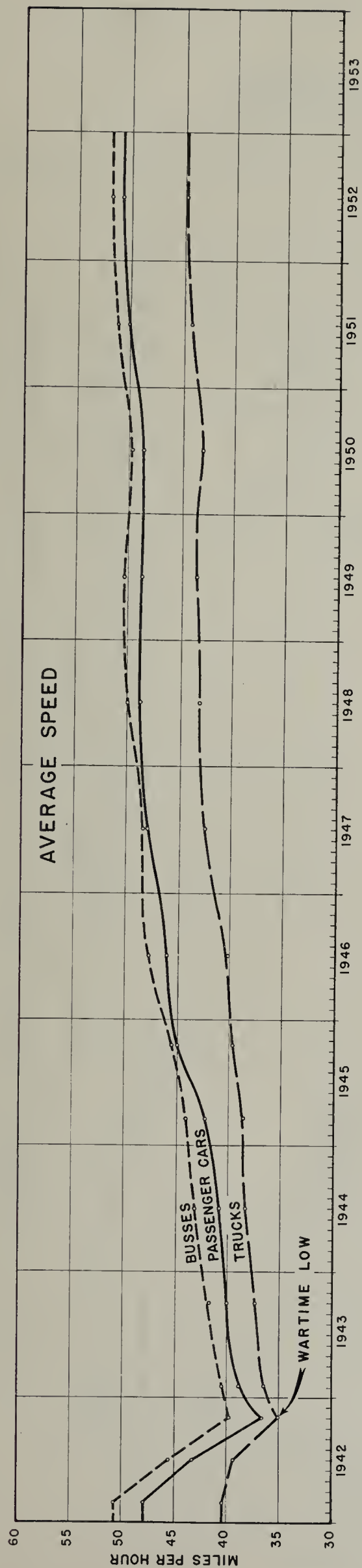


FIGURE 2. - SPEED TRENDS ON MAIN RURAL HIGHWAYS BY VEHICLE TYPE

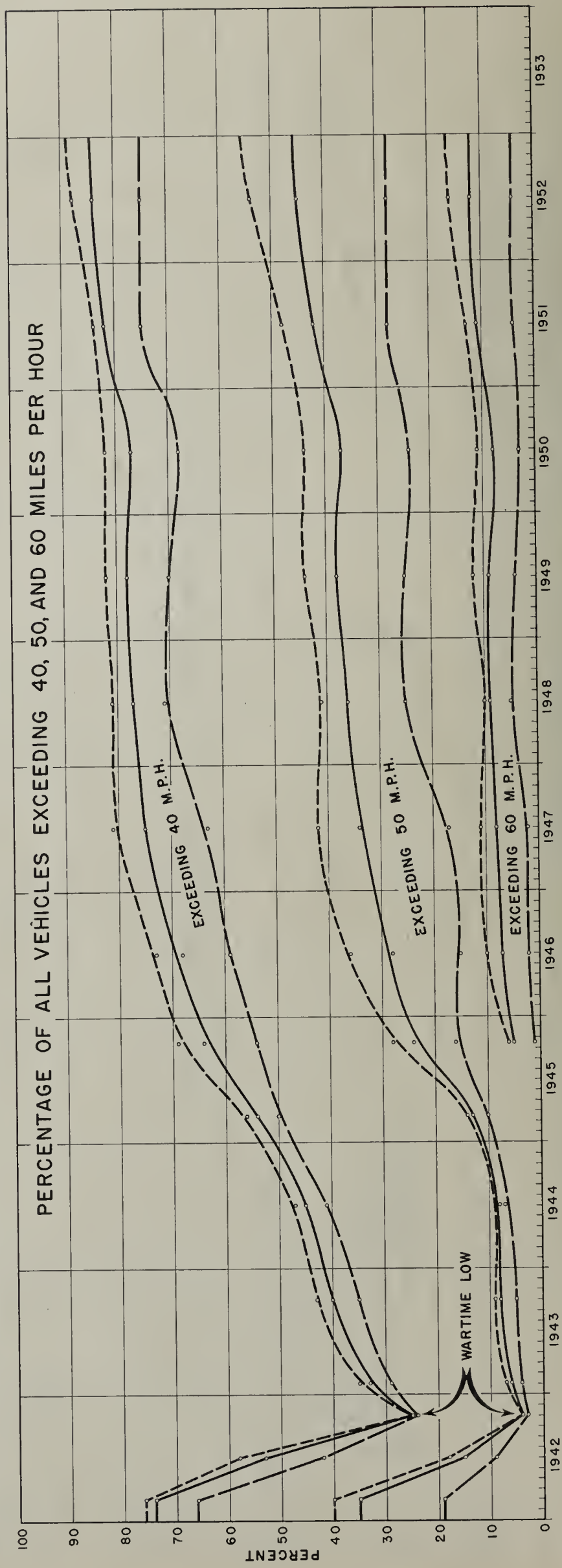
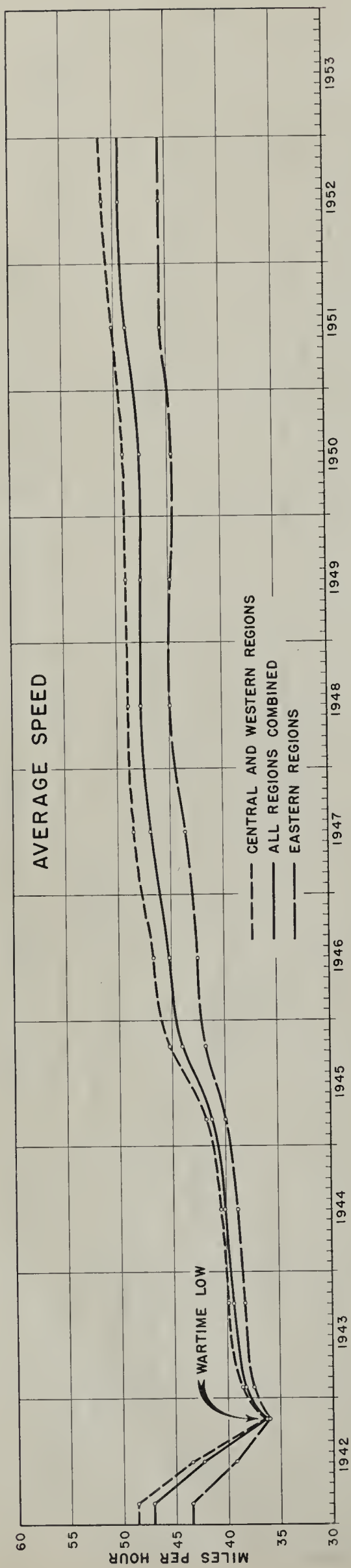


FIGURE 1. — SPEED TRENDS ON MAIN RURAL HIGHWAYS BY REGIONS

14.862
Jn3t
1953

U. S. DEPARTMENT OF COMMERCE
Sinclair Weeks, Secretary

BUREAU OF PUBLIC ROADS
F. V. du Pont, Commissioner

TRAFFIC SPEED TRENDS

Washington, D. C.

THE LIBRARY OF THE March 1954

Two studies of these are summarized

which have been separated

The hour, a average speed of 44.9 and the greatest change

Fifty per hour. Twenty-four were exceeded

Attachment

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APR 13 1954
UNIVERSITY OF ILLINOIS
The results of 557 speed highways. The results of 241,089 vehicles, attached is table 2 data received for the 2 show speed trends, vehicle type.

1953 was 49.7 miles per hour above 1952. The and busses were 51.1, busses showed the greatest below their 1952 speed. Cars exceeded 50 miles over 60 miles hour. percent of the busses

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13 APR 1954

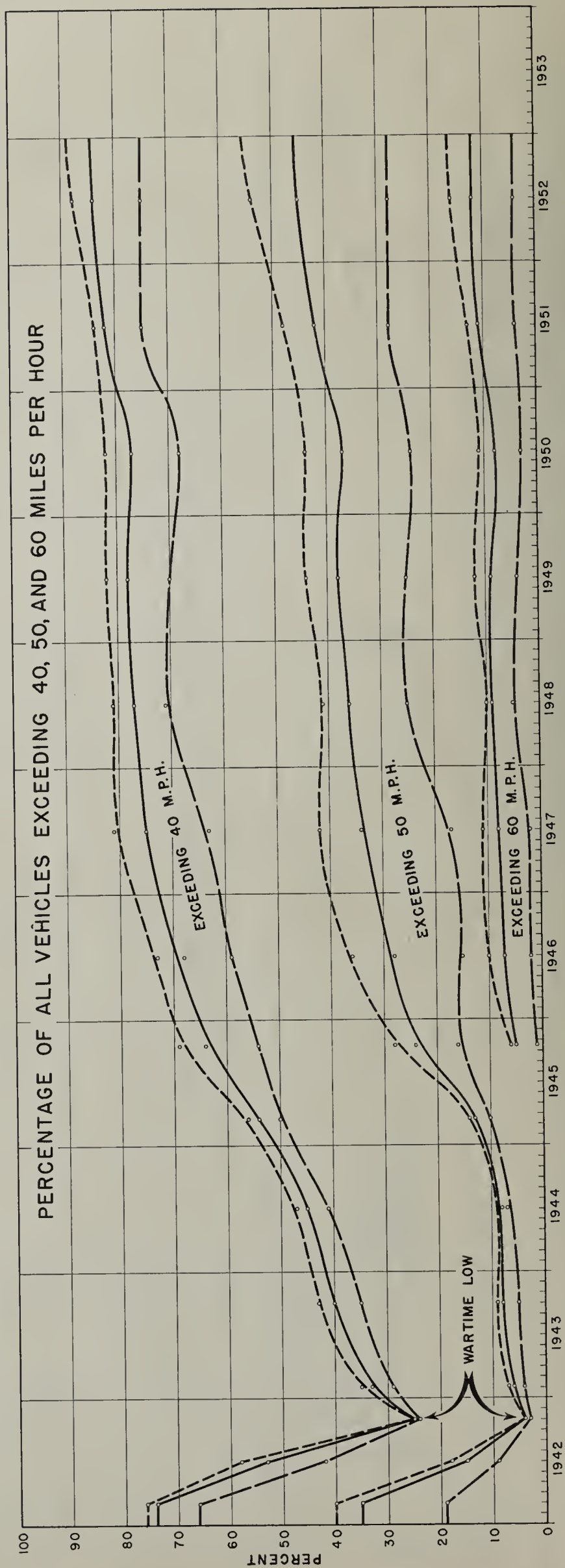
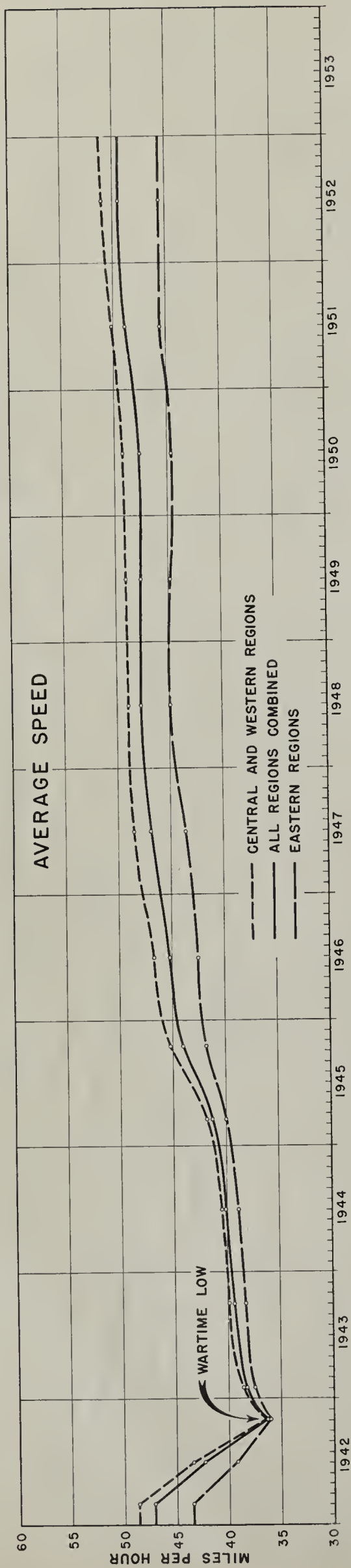


FIGURE 1. — SPEED TRENDS ON MAIN RURAL HIGHWAYS BY REGIONS

14.862
Jn3t
1953

U. S. DEPT.
Sinclair

BUREAU OF PUBLIC ROADS
F. V. du Pont, Commissioner

TRENDS

Washington, D. C.

THE LIBRARY OF THE March 1954

APR 13 1954

UNIVERSITY OF ILLINOIS

Twenty-six States have reported the results of 557 speed studies conducted during 1953 on main rural highways. The results of these studies, which include observations of 241,089 vehicles, are summarized in table 1, attached. Also attached is table 2 which has been revised to include additional data received for the period ending December 1952. Figures 1 and 2 show speed trends, separated by regions of the country and by vehicle type.

The average speed of all vehicles in 1953 was 49.7 miles per hour, a record high, but only 0.2 mile per hour above 1952. The average speeds for passenger cars, trucks and busses were 51.1, 44.9 and 51.5 miles per hour respectively. Busses showed the greatest change with a drop of 0.6 mile per hour below their 1952 speed.

Fifty-three percent of the passenger cars exceeded 50 miles per hour and 16 percent were traveling over 60 miles hour. Twenty-four percent of the trucks and 59 percent of the busses were exceeding 50 miles per hour

Attachments

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Region and State	Speed exceeded																				
	Average speed			35 m. p. h.			40 m. p. h.			45 m. p. h.			50 m. p. h.			55 m. p. h.			60 m. p. h.		
	All	P.C.	Tk.	Bus	All	P.C.	Tk.	Bus	All	P.C.	Tk.	Bus	All	P.C.	Tk.	Bus	All	P.C.	Tk.	Bus	
	Miles per hour			Percentage of vehicles																	

EASTERN REGIONS															CENTRAL AND WESTERN REGIONS															ALL STATES														
New England:	46.9	47.9	43.8	47.3	95	96	93	93	79	82	69	82	54	59	37	49	31	35	14	22	15	18	3	11	4	6	1	9																
Connecticut.....	45.3	45.8	42.6	49.5	96	96	90	100	78	82	67	92	53	58	36	78	24	26	12	48	6	8	0	20	1	1	0	5																
Maine.....	44.2	44.4	42.3	46.6	95	96	96	94	66	68	58	74	44	45	30	58	12	14	4	25	6	6	2	16	1	1	0	0																
New Hampshire.....	45.2	46.5	41.6	45.3	95	97	87	94	81	86	67	74	57	63	37	56	30	35	12	28	10	13	2	6	4	1	1	0																
Middle Atlantic:	48.9	49.1	46.9	49.9	95	95	91	94	84	85	79	85	65	66	58	69	42	44	32	51	21	22	12	32	8	9	3	13																
New Jersey.....																																												
New York.....																																												
South Atlantic:	47.5	49.0	43.7	50.6	96	98	92	100	78	85	62	92	60	69	37	89	34	41	15	51	15	20	5	12	3	1	1	0																
Georgia.....	44.0	45.1	39.6	42.4	90	92	81	81	77	80	62	57	54	59	38	32	28	32	13	20	11	14	3	15	4	1	1	5																
Maryland.....	45.5	46.7	42.2	43.1	87	92	81	75	72	78	59	59	51	52	30	44	26	31	11	31	12	14	1	17	2	0	5	5																
North Carolina.....	49.2	50.8	45.2	50.2	96	96	92	88	85	90	74	80	70	77	50	68	42	52	23	60	22	26	8	32	7	2	9	9																
South Carolina.....	46.1	46.8	42.6	43.3	95	95	91	83	80	82	68	58	55	59	34	42	29	32	9	33	12	14	1	8	3	0	0	0																
Virginia.....																																												
Average.....	46.3	47.2	43.0	46.8	94	95	89	90	78	82	66	75	56	61	39	58	30	34	14	37	13	16	4	17	4	1	1	5																
East North Central:	50.9	52.8	44.3	53.3	96	98	92	100	90	95	77	96	75	84	46	94	54	67	20	80	35	43	6	40	17	21	2	10																
Indiana.....	48.9	50.7	44.2	49.3	92	94	89	93	82	85	75	82	63	70	44	78	44	53	20	50	26	33	6	32	14	19	2	7																
Michigan.....	52.3	54.2	46.0	54.7	97	98	94	100	92	95	84	100	79	85	57	87	60	70	27	74	37	46	8	61	20	26	2	18																
Wisconsin.....	51.0	52.6	45.8		96	97	94		88	91	80		72	78	54		56	64	30		31	38	9		18	22	3	31																
West North Central:	54.1	55.6	49.7	58.2	99	99	98	100	96	97	92	100	86	89	76	100	68	75	49	100	45	52	22	78	25	32	6																	
Iowa.....	52.7	53.8	46.1		99	99	97		95	96	85		84	89	56		63	70	18		35	40	4		12	14	1																	
Kansas.....	49.1	49.7	45.2	55.6	96	96	93		88	89	80		73	76	57		50	54	27		25	28	8	9	10	2																		
Minnesota.....	49.4	51.9	43.2	49.4	92	94	86	91	81	86	66	84	66	76	44	82	44	54	19	57	30	40	9	36	17	23	7	1																
Nebraska.....	50.9	54.0	44.6	55.5	96	98	92	99	90	95	79	99	79	88	57	98	60	72	29	79	43	55	12	58	24	33	4	27																
West South Central:	54.9	56.9	48.6	58.0	98	99	95	100	93	96	84	96	83	89	66	92	63	72	36	79	40	48	17	55	23	29	6	33																
Arkansas.....																																												
Oklahoma.....																																												
Texas.....	53.2	54.0	49.7	58.6	98	98	96	100	90	92	85	96	81	83	72	96	60	63	48	88	41	44	25	86	18	21	11	24																
Mountain:	52.8	53.5	46.4	58.2	98	99	89	100	93	95	80	100	81	83	60	100	62	65	35	83	38	40	15	83	16	17	4	33																
Arizona.....	55.0	56.6	47.5	60.7	99	100	96	100	94	97	82	100	86	91	62	100	68	76	31	100	49	57	14	94	27	33	4	31																
Colorado.....	50.0	51.4	45.2	51.2	98	98	94	100	90	93	78	100	72	77	55	67	49	57	22	67	30	36	9	33	14	18	3	0																
Montana.....	56.0	58.2	47.8	54.0	96	99	88	96	93	97	80	93	87	93	67	82	73	82	43	73	56	66	25	64	31	38	7	26																
Nevada.....																																												
New Mexico.....																																												
Pacific:	47.6	50.1	43.7		96	98	93		85	91	76		65	77	48		40	54	18		20	30	4	8	12	1																		
Oregon.....	51.8	53.5	46.1	55.1	97	98	93	98	90	93	80	96	77	83	58	90	57	66	30	78	36	44	12	60	18	23	4	20																
Average.....																																												
Average.....	49.7	51.1	44.9	51.5	96	97	92	95	85	89	75	86	69	74	50	76	47	53	24	59	27	33	9	40	13	16	3	13																

1953

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Region and State	Average Speed			35 m.p.h.			40 m.p.h.			45 m.p.h.			50 m.p.h.			55 m.p.h.			60 m.p.h.						
	Miles per hour			All	P.C.	Tk.	Bus	All	P.C.	Tk.	Bus	All	P.C.	Tk.	Bus	All	P.C.	Tk.	Bus						
Percentage of vehicles																									
EASTERN REGIONS																									
New England:	46.3	47.5	42.2	47.9	94	96	88	97	76	81	60	84	50	57	27	59	34	9	34	13	16	4	5	0	6
Connecticut.....	45.4	45.8	43.2	49.8	94	95	92	91	77	79	70	84	50	55	41	70	25	14	56	8	35	2	2	1	12
Maine.....	43.2	43.5	41.4	43.9	90	92	84	94	57	58	46	61	33	35	23	33	8	8	20	3	5	1	1	0	0
New Hampshire.....	Middle Atlantic:																								
New Jersey.....	46.1	47.5	42.0	44.5	95	97	88	82	85	89	71	75	63	69	42	62	37	43	16	14	10	3	10	5	5
New York.....	47.0	47.2	46.4	50.2	93	93	92	93	79	80	78	86	57	57	56	73	33	34	15	15	25	5	5	2	7
South Atlantic:	Georgia.....																								
Georgia.....	48.2	50.1	44.3	52.1	97	98	96	100	77	82	66	90	66	73	48	69	36	43	17	21	51	2	3	0	11
Maryland.....	42.4	42.8	39.4	43.6	86	88	75	90	64	66	48	72	35	37	11	38	14	15	6	4	0	2	2	0	0
North Carolina.....	47.2	48.5	44.0	47.5	90	92	82	79	77	82	66	70	58	63	42	59	33	38	18	16	28	4	8	0	13
South Carolina.....	49.5	50.9	45.5	51.8	94	96	90	98	85	89	74	91	70	76	54	80	46	53	26	24	29	8	11	2	2
Virginia.....	45.7	46.3	42.1	47.8	94	95	89	100	80	81	66	78	52	56	30	70	28	30	8	9	13	3	4	0	0
Average.....	46.1	47.0	43.0	47.9	93	94	88	92	76	79	64	79	53	58	37	61	29	33	15	42	21	4	5	1	7
CENTRAL AND WESTERN REGIONS																									
East North Central:	54.3	56.8	47.0	53.4	96	98	91	92	92	95	81	86	83	90	63	76	66	77	31	45	56	29	37	5	16
Indiana.....	49.3	51.0	44.0	51.4	93	94	89	92	84	87	73	86	67	74	46	59	47	55	20	28	34	14	18	1	31
Michigan.....	52.1	53.6	46.3	54.4	98	98	96	100	91	94	83	100	78	84	59	100	59	68	28	81	44	18	23	2	42
Wisconsin.....	West North Central:																								
Iowa.....	51.4	53.2	45.8	51.4	97	98	94	94	89	92	80	94	75	82	54	57	66	66	28	34	42	19	24	3	3
Kansas.....	51.5	52.7	47.0	58.7	96	97	95	100	91	93	85	100	75	78	61	99	56	62	34	93	40	79	24	4	42
Minnesota.....	51.1	52.2	44.5	51.1	98	99	95	95	93	95	78	98	78	85	42	55	55	62	12	27	31	8	9	0	33
Missouri.....	53.5	55.5	47.8	57.7	98	99	96	100	94	96	87	98	81	88	62	94	61	71	34	40	50	72	21	4	58
Nebraska.....	50.6	51.6	45.9	58.8	96	96	96	100	90	90	84	100	77	79	62	97	57	61	32	33	38	14	17	2	10
South Dakota.....	49																								

²Special statewide study and not included in averages.

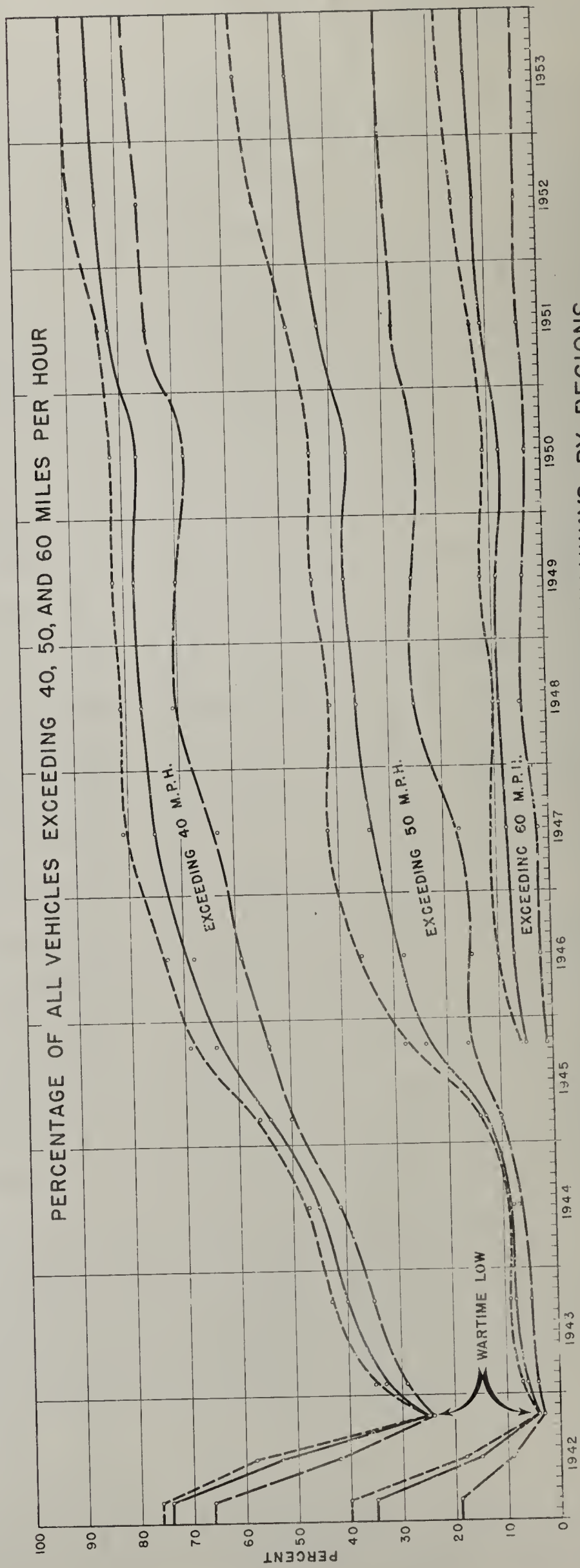
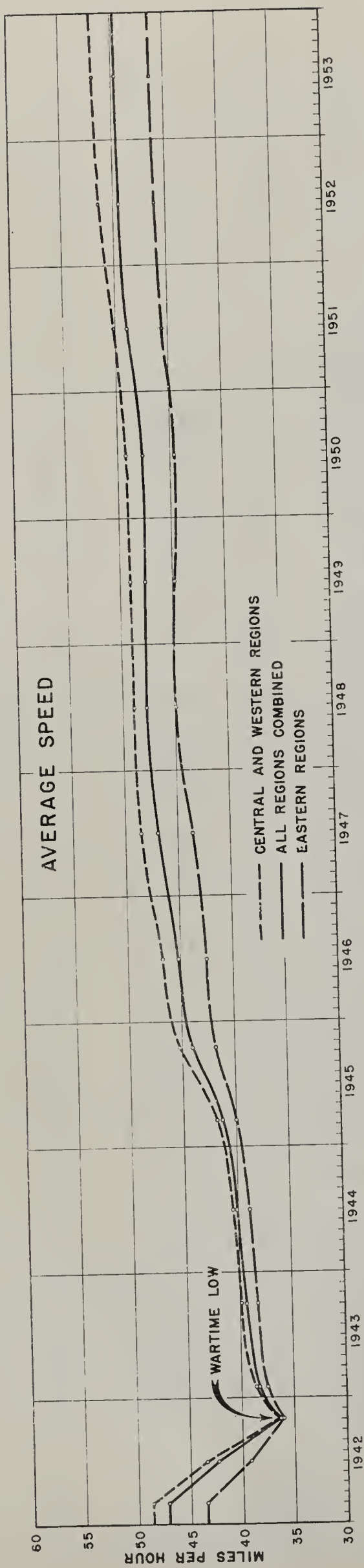


FIGURE 1.—SPEED TRENDS ON MAIN RURAL HIGHWAYS BY REGIONS

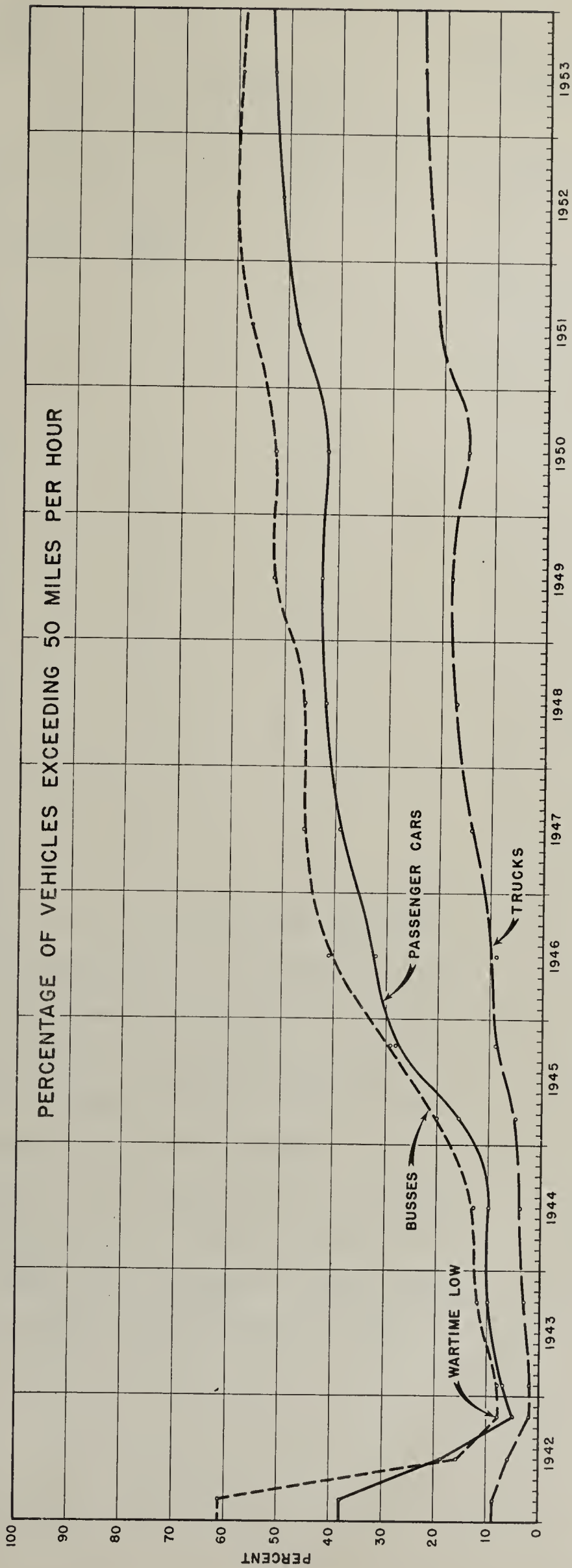
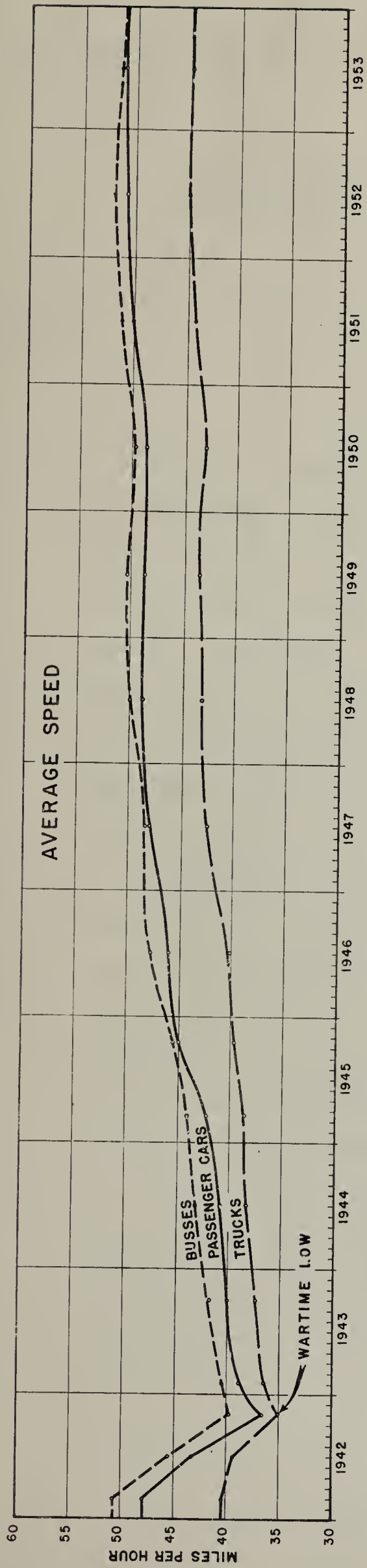
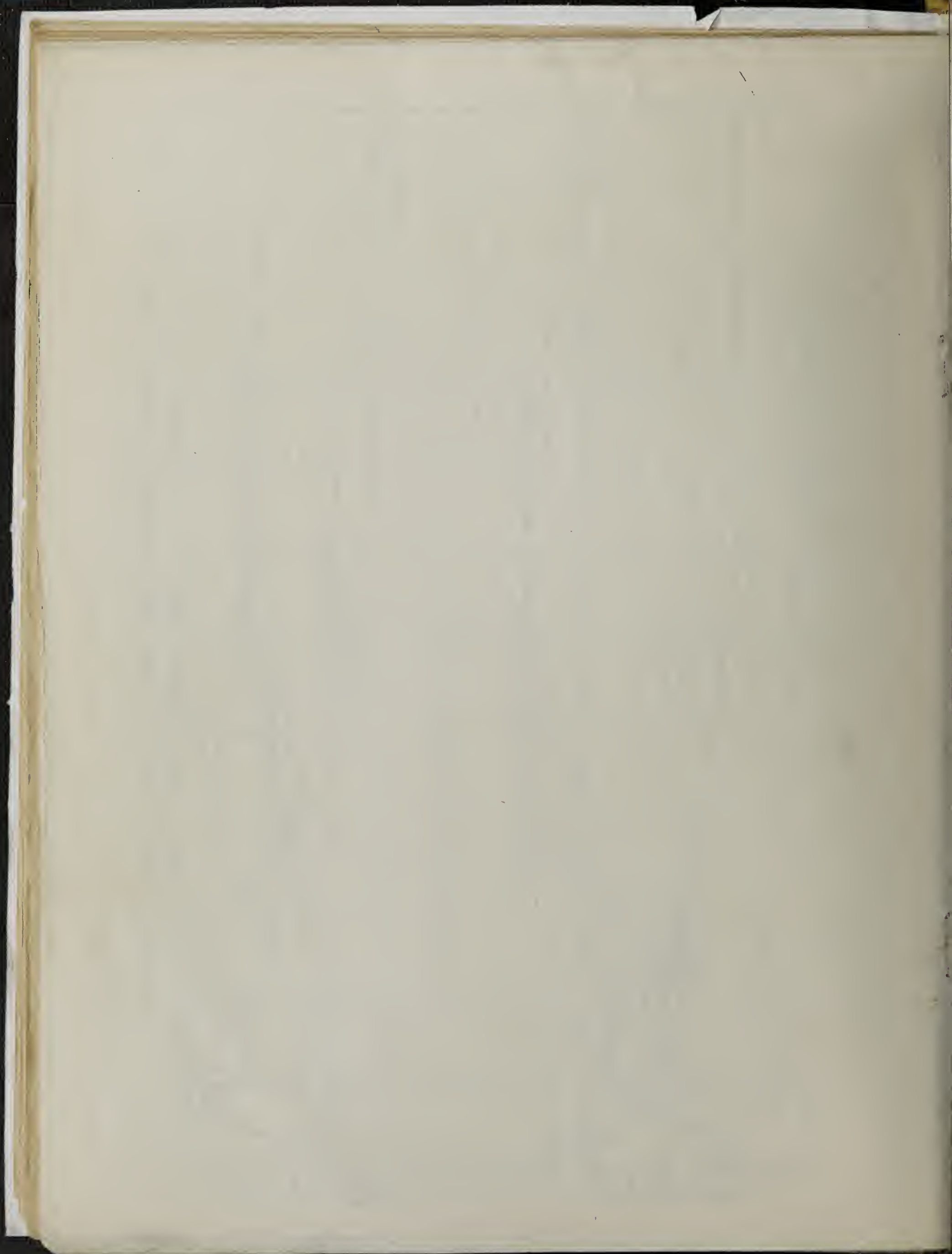


FIGURE 2. - SPEED TRENDS ON MAIN RURAL HIGHWAYS BY VEHICLE TYPE



614.862

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1954

U. S. DEPARTMENT OF COMMERCE
Sinclair Weeks, Secretary

BUREAU OF PUBLIC ROADS
Charles D. Curtiss, Commissioner

TRAFFIC SPEED TRENDS

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March 1955

Twenty-six States have reported the results of 599 speed studies conducted during 1954 on main rural highways. The results of these studies, which include observations of 235,934 vehicles, are summarized in table 1, attached. Also attached is table 2 which has been revised to include additional data received for the period ending December 31, 1953. Figures 1 and 2 show speed trends separated by regions of the country and by vehicle type.

The average speed of 49.7 miles per hour for all vehicles is 0.1 mile per hour below the 1953 average. The average speeds for passenger cars, trucks and buses are 51.1, 45.2 and 51.8 miles per hour, respectively. Passenger cars show a drop of 0.2 mile per hour while trucks show a gain of 0.1 mile per hour. The average speed of buses remained the same as in 1953.

Fifty-three percent of the passenger cars exceeded 50 miles per hour and 15 percent were traveling over 60 miles per hour. Twenty-three percent of the trucks and 61 percent of the buses were exceeding 50 miles per hour.

Attachments

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Region and State	Speed exceeded																																		
	Average speed					35 m.p.h.					40 m.p.h.					45 m.p.h.					50 m.p.h.					55 m.p.h.					60 m.p.h.				
	ALL	P.C.	TK.	BUS		ALL	P.C.	TK.	BUS	ALL	P.C.	TK.	BUS	ALL	P.C.	TK.	BUS	ALL	P.C.	TK.	BUS	ALL	P.C.	TK.	BUS	ALL	P.C.	TK.	BUS						
	Miles per hour																																		
	Percentage of vehicles																																		

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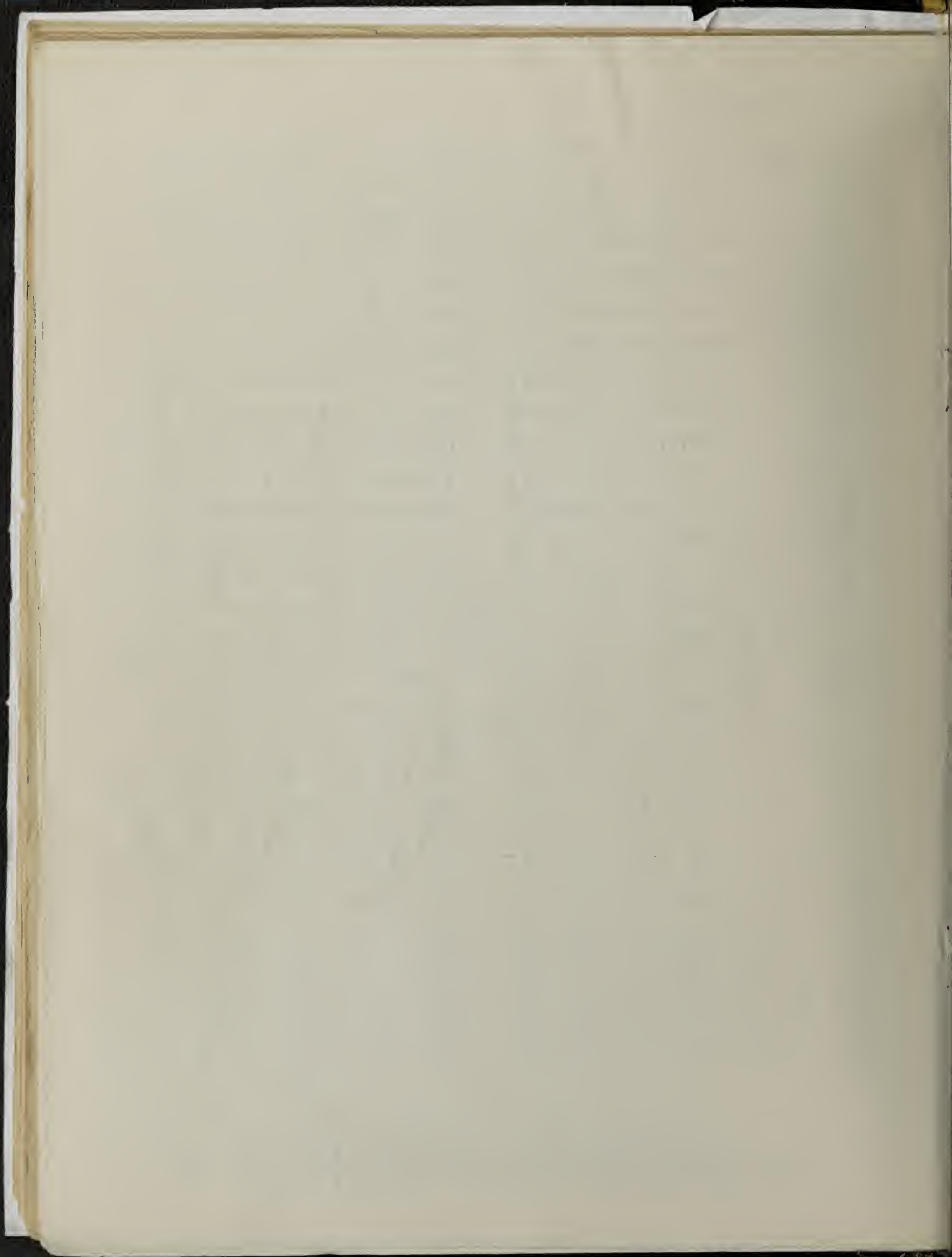
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TRAFFIC SPEED TRENDS

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Table 2.—AVERAGE SPEEDS AND PERCENTAGES OF VEHICLES TRAVELING IN EXCESS OF VARIOUS SPEEDS FOR THE PERIOD FROM JANUARY 1953 TO DECEMBER 1953

Region and State	Speed exceeded											
	Average speed				35 m.p.h.				40 m.p.h.			
	Miles per hour				P.C.				P.C.			
	ALL	P.C.	TK.	BUS	ALL	P.C.	TK.	BUS	ALL	P.C.	TK.	BUS
Percentage of vehicles												
EASTERN REGIONS												
New England:												
Connecticut.....	46.9	47.9	43.8	47.3	95	96	93	93	79	82	69	82
Maine.....	45.3	45.8	42.6	49.5	96	96	90	100	78	82	67	92
New Hampshire.....	44.2	44.4	42.3	46.6	95	96	96	94	66	68	58	74
Middle Atlantic:												
New Jersey.....	45.2	46.5	41.6	45.3	95	97	87	94	81	86	67	74
New York.....	48.9	49.1	46.9	49.9	95	95	91	94	84	85	79	85
South Atlantic:												
Georgia.....	47.5	49.0	43.7	50.6	96	98	92	100	78	85	62	92
Maryland.....	44.0	45.1	39.6	42.4	90	92	81	81	77	80	62	57
North Carolina.....	45.5	46.7	42.2	43.1	87	92	81	75	72	78	59	59
South Carolina.....	49.2	50.8	45.2	50.2	96	96	92	88	85	90	74	80
Virginia.....	46.1	46.8	42.6	43.3	95	95	91	83	80	82	68	58
Average.....	46.3	47.2	43.0	46.8	94	95	89	90	78	82	66	75
CENTRAL AND WESTERN REGIONS												
East North Central:												
Indiana.....	50.9	52.8	44.3	53.3	96	96	92	100	90	95	77	96
Michigan.....	49.4	51.1	44.4	51.6	94	96	90	99	86	90	75	93
Wisconsin.....	52.3	54.2	46.0	54.7	97	98	94	100	92	95	84	100
West North Central:												
Iowa.....	51.0	52.6	45.8		96	97	94		88	91	80	
Kansas.....	54.1	55.6	49.7	58.2	99	99	98	100	96	97	92	100
Minnesota.....	52.4	53.5	45.6		99	99	97		95	96	83	
Missouri.....	53.9	55.7	49.1	56.8	99	99	99	100	96	98	93	99
Nebraska.....	49.1	49.7	45.2	55.6	96	96	93		88	89	80	
West South Central:												
Arkansas.....	49.4	51.9	43.3	49.4	92	94	86	91	81	87	67	82
Oklahoma.....	50.9	54.0	44.6	55.5	96	98	92	99	90	95	79	99
Texas.....	54.9	56.9	48.6	58.0	98	99	95	100	93	96	84	96
Mountain:												
Arizona.....	53.2	54.0	49.7	58.6	98	98	96	100	90	92	85	96
Colorado.....	52.8	53.5	46.4	58.2	98	99	89	100	93	95	80	100
Montana.....	55.0	56.6	47.5	60.7	99	100	96	100	94	97	82	100
Nevada.....	50.0	51.4	45.2	51.2	98	98	94	100	90	93	78	100
New Mexico.....	56.0	58.2	47.8	54.0	96	99	88	96	93	97	80	93
Pacific:												
Oregon.....	47.6	50.1	43.7		96	98	93		85	91	76	
Average.....	51.9	53.6	46.3	55.4	97	98	93	99	91	94	81	96
ALL STATES												
Average.....	49.8	51.3	45.1	51.8	96	97	92	95	86	89	76	87



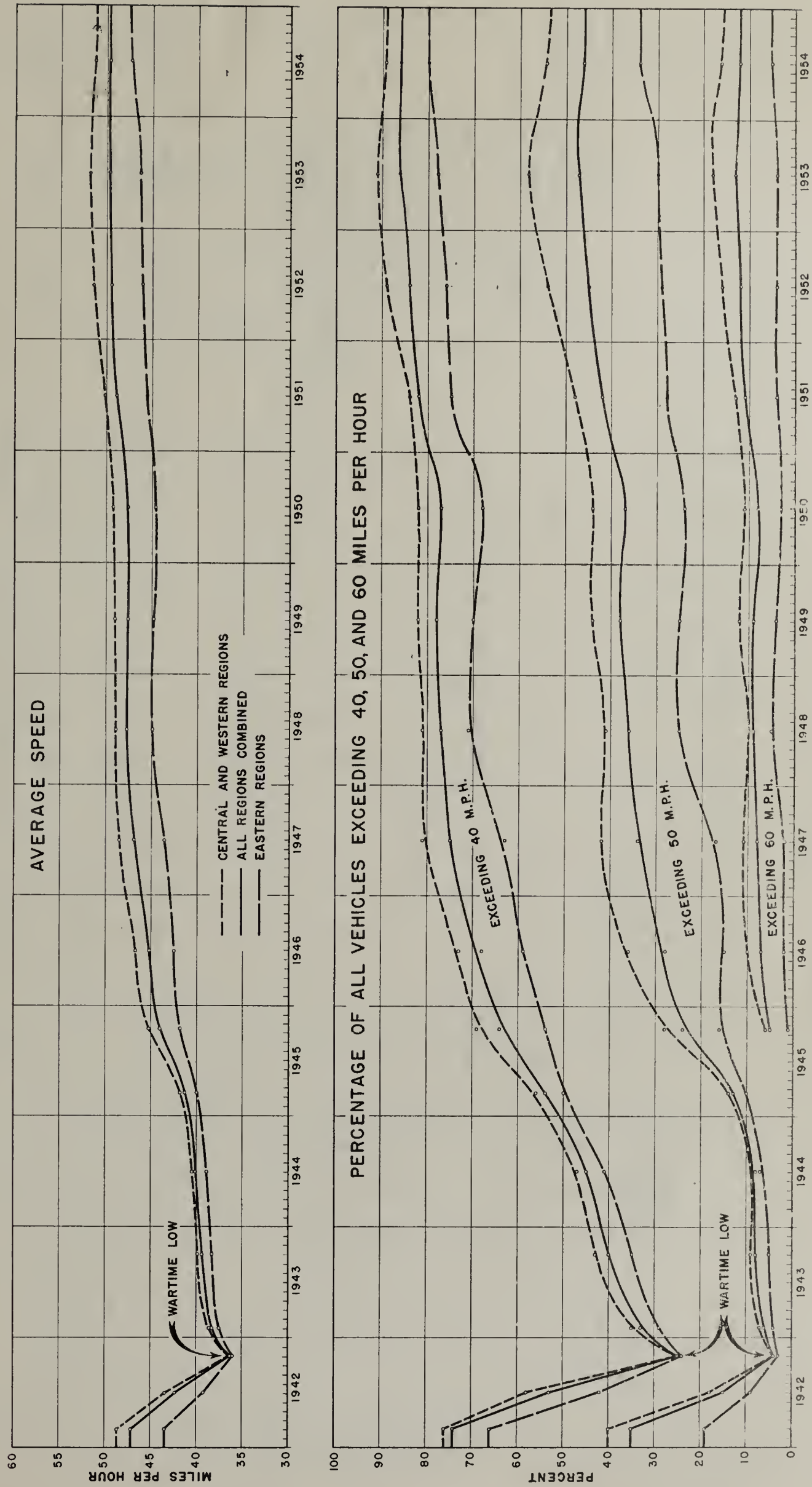


FIGURE 1.—SPEED TRENDS ON MAIN RURAL HIGHWAYS BY REGIONS

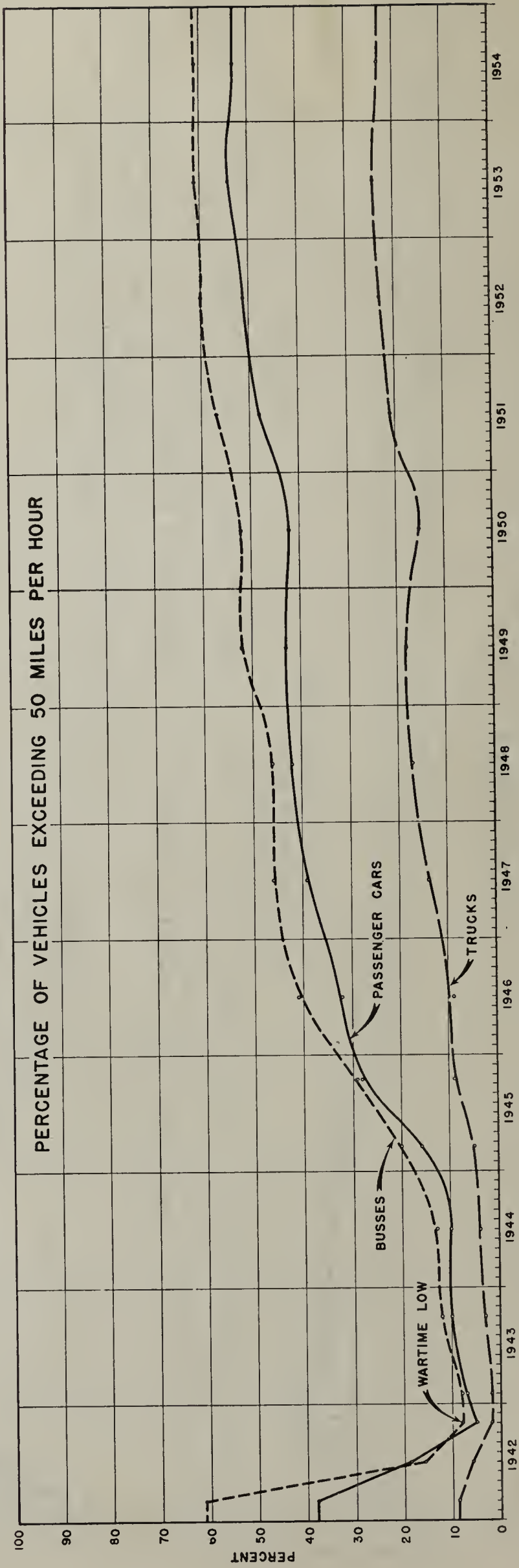
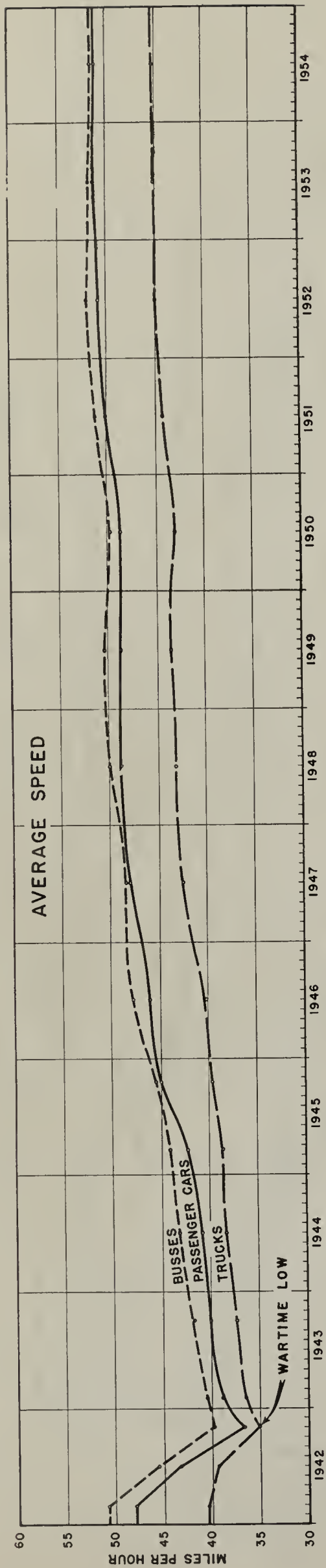


FIGURE 2. - SPEED TRENDS ON MAIN RURAL HIGHWAYS BY VEHICLE TYPE

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Sinclair Weeks, Secretary

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March 1956

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Thirty-three studies conducted rural highways du when most drivers which include obs table 1, attached vised to include December 31, 195 regions of the c

The average 0.7 mile per ho The average spe 45.8 and 52.6 m increase in spe crease in speed and western St

1954 and 1955 experienced an L161—O-1096 In the regions which include the eastern States, all classes of vehicles show a slight decrease in speed.

Fifty-seven percent of the passenger cars exceed 50 miles per hour and 18 percent are traveling over 60 miles per hour. Twenty-seven percent of the trucks and 63 percent of the buses are exceeding 50 miles per hour.

Attachments

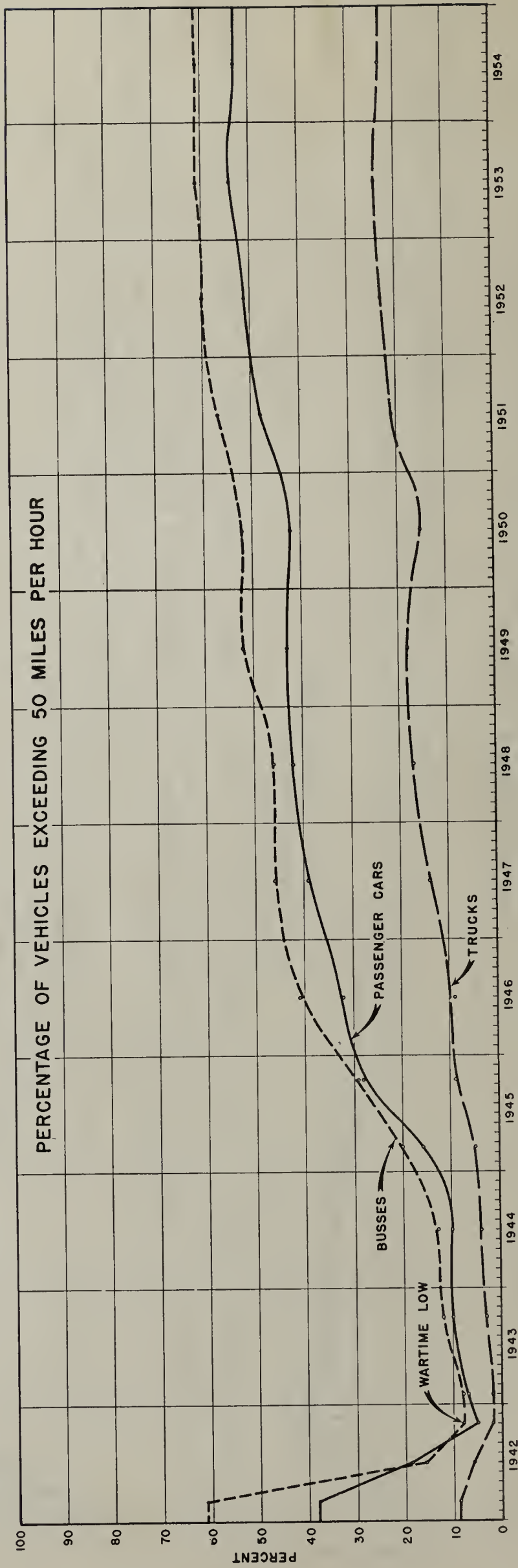
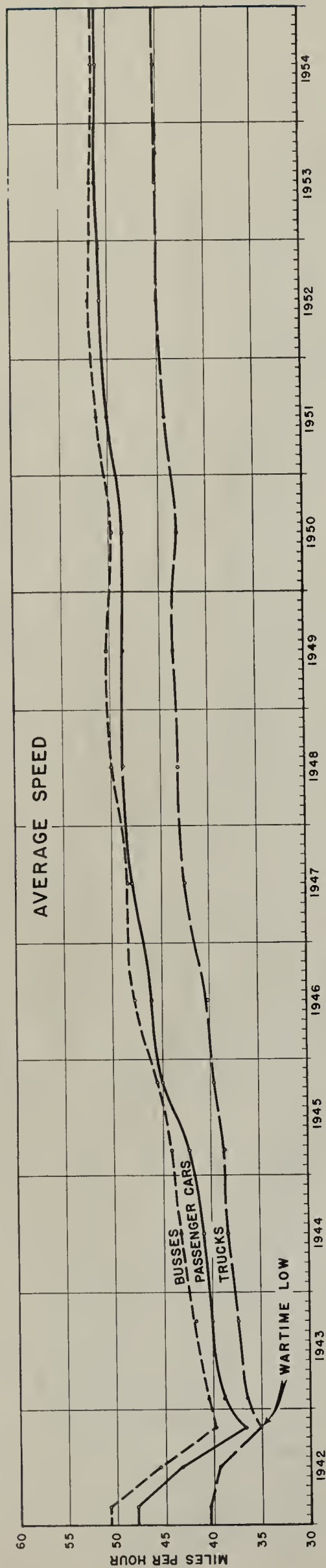


FIGURE 2. - SPEED TRENDS ON MAIN RURAL HIGHWAYS BY VEHICLE TYPE

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Sinclair Weeks, Secretary

OF PUBLIC ROADS
Curtiss, Commissioner

TRAFFIC SPEED TRENDS

Washington, D. C.

March 1956

Thirty-three States have reported the results of 690 speed studies conducted during 1955 on level tangent sections of main rural highways during periods of relatively low traffic densities when most drivers can travel at their desired speeds. The results, which include observations of 397,309 vehicles, are summarized in table 1, attached. Also attached is table 2, which has been revised to include additional data received for the period ending December 31, 1954. Figures 1 and 2 show speed trends separated by regions of the country and by vehicle type.

The average speed of 50.7 miles per hour for all vehicles is 0.7 mile per hour above the 1954 average, and is a record high. The average speeds for passenger cars, trucks and buses are 52.1, 45.8 and 52.6 miles per hour, respectively. This represents an increase in speed for all classes of vehicles. The greatest increase in speeds was recorded in the regions including the central and western States where 16 of the 17 States reporting both in 1954 and 1955 experienced an increase in speeds. In the regions which include the eastern States, all classes of vehicles show a slight decrease in speed.

Fifty-seven percent of the passenger cars exceed 50 miles per hour and 18 percent are traveling over 60 miles per hour. Twenty-seven percent of the trucks and 63 percent of the buses are exceeding 50 miles per hour.

Attachments

Region and State	Speed exceeded																																									
	Average speed						35 m. p. h.						40 m. p. h.						45 m. p. h.						50 m. p. h.						55 m. p. h.						60 m. p. h.					
	All		P. C.		TK.		Bus		All		P. C.		TK.		Bus		All		P. C.		TK.		Bus		All		P. C.		TK.		Bus		All		P. C.		TK.		Bus			
	Percentage of vehicles																																									
	Miles per hour																																									

ALL STATES																												
Average.....	50.7	52.1	45.8	52.6	96	97	92	97	87	90	77	90	73	78	54	81	51	57	27	63	31	37	11	47	15	18	3	21

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TRAFFIC SPEED TRENDS

Table 2.—AVERAGE SPEEDS AND PERCENTAGES OF VEHICLES TRAVELING IN EXCESS OF VARIOUS SPEEDS FOR THE PERIOD FROM JANUARY 1954 TO DECEMBER 1954

Region and State	Speed exceeded											
	Average speed				35 m.p.h.				40 m.p.h.			
	Miles per hour				P.C.				P.C.			
	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus
Percentage of vehicles												
EASTERN REGIONS												
New England:												
Connecticut.....	47.1	48.2	43.5	46.7	95	96	89	97	80	83	69	80
Maine.....	45.2	45.6	43.2	47.4	94	94	91	96	80	80	69	83
New Hampshire.....	43.6	44.0	41.8	46.6	94	94	90	100	62	63	46	66
Middle Atlantic:												
New Jersey.....	44.9	46.0	41.4	42.8	94	97	86	97	81	85	66	57
New York.....	47.6	47.8	46.2	48.0	93	94	89	96	82	83	75	88
South Atlantic:												
Georgia.....	51.4	53.0	47.6	56.0	100	100	98	100	90	94	82	98
Maryland.....	45.2	46.2	42.4	44.8	92	94	87	84	77	80	63	76
North Carolina.....	46.2	47.2	43.6	44.3	88	92	84	72	76	80	66	60
South Carolina.....	48.4	49.5	45.6	53.2	96	97	92	100	81	88	60	100
Virginia.....	53.2	54.5	46.7	56.3	99	98	98	100	94	96	84	100
Average.....	47.3	48.2	44.2	48.6	94	96	90	94	80	83	68	81
CENTRAL AND WESTERN REGIONS												
East North Central:												
Indiana.....	52.6	54.7	45.1	52.9	97	98	92	100	91	94	78	100
Michigan.....	49.5	51.1	44.5	52.1	95	96	92	98	86	90	76	92
Wisconsin.....	52.8	54.9	46.0	52.7	99	99	96	100	94	97	85	98
West North Central:												
Iowa.....	52.3	53.8	47.6		97	98	94		90	92	82	97
Kansas.....	56.7	59.8	49.4	57.0	98	99	96	100	95	97	89	97
Minnesota.....	51.9	53.0	45.7		99	99	96		93	95	83	99
Missouri.....	55.4	57.4	49.5	57.0	99	99	99	100	96	98	92	99
Nebraska.....	49.2	49.5	45.6		97	98	98		92	92	89	94
South Dakota.....	50.1	51.3	44.9	53.1	97	98	94	97	88	90	78	94
West South Central:												
Arkansas.....	48.2	50.0	43.1	50.5	92	95	85	92	81	87	68	91
Oklahoma.....	51.1	53.8	45.7	56.4	97	99	94	100	92	96	83	99
Texas.....	53.4	55.7	47.1	55.6	98	99	94	99	89	94	76	93
Mountain:												
Arizona.....	51.2	52.3	47.6	57.0	95	96	93	100	88	90	80	97
Colorado.....	50.9	51.4	46.5	55.8	98	100	90	100	94	95	84	100
Montana.....	52.6	54.2	46.3	56.4	98	99	94	100	90	94	88	100
Nevada.....	51.5	52.7	46.5	48.7	96	97	91	100	88	89	81	83
Pacific:												
Oregon.....	47.3	50.0	43.4		96	98	93		84	92	73	
Average.....	51.6	53.3	46.1	54.2	97	98	94	99	90	93	81	96
ALL STATES												
Average.....	50.0	51.4	45.4	51.8	96	97	92	97	86	89	76	89

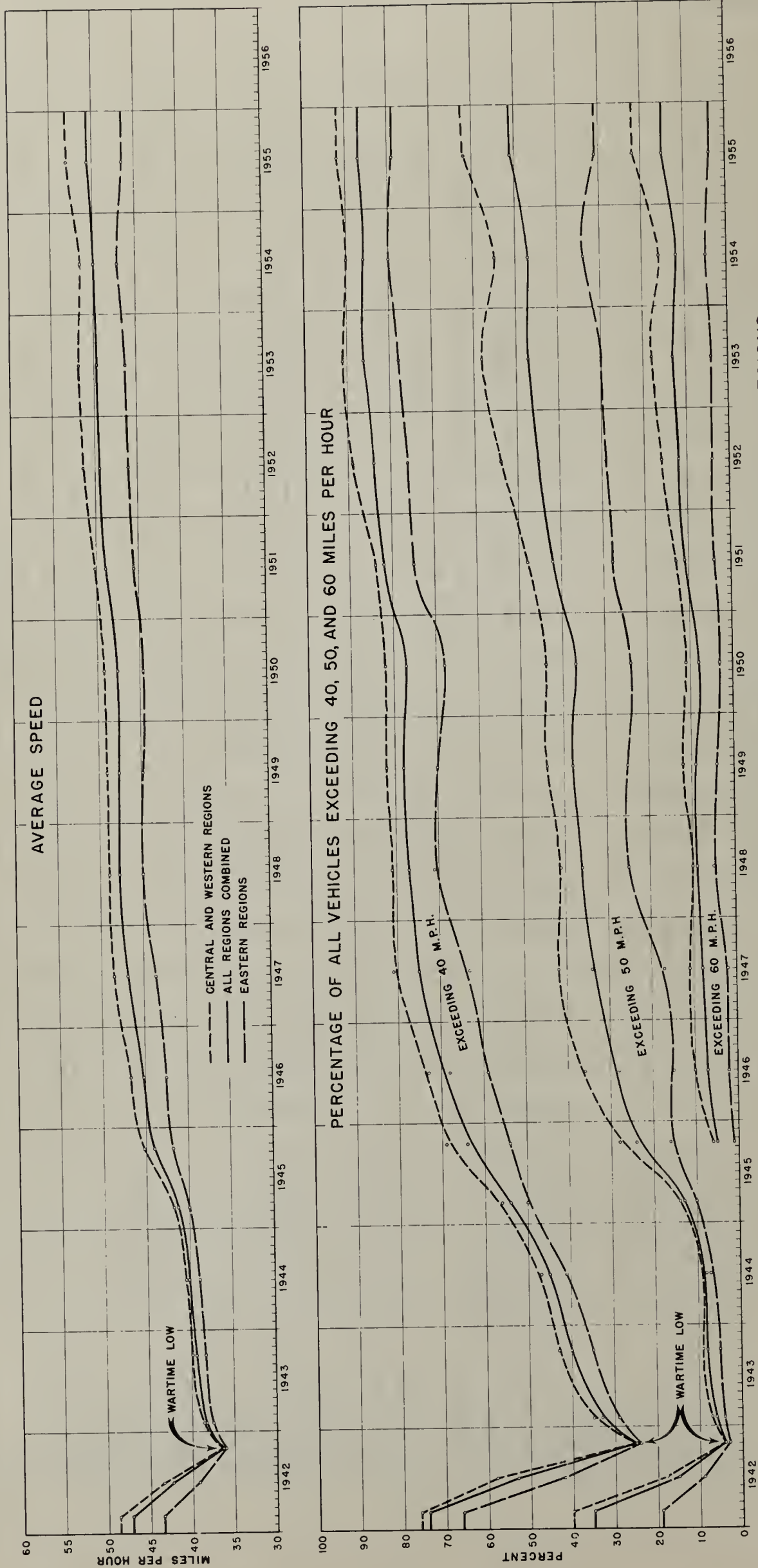


FIGURE 1. - SPEED TRENDS ON MAIN RURAL HIGHWAYS BY REGIONS

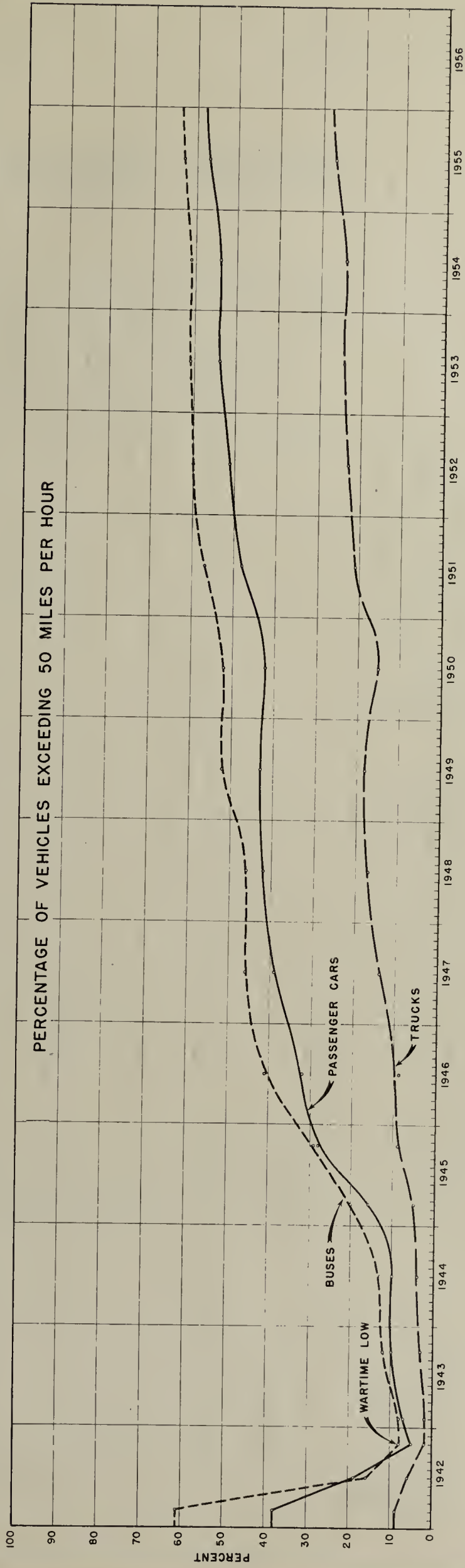
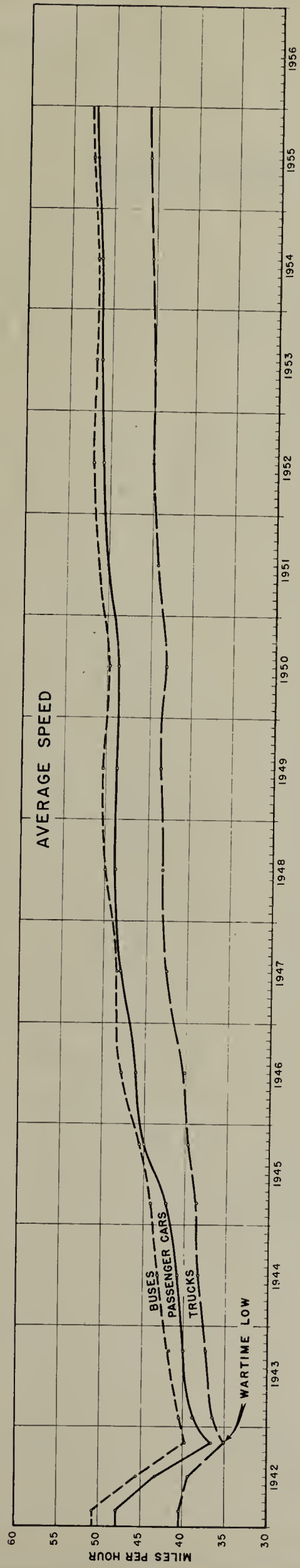
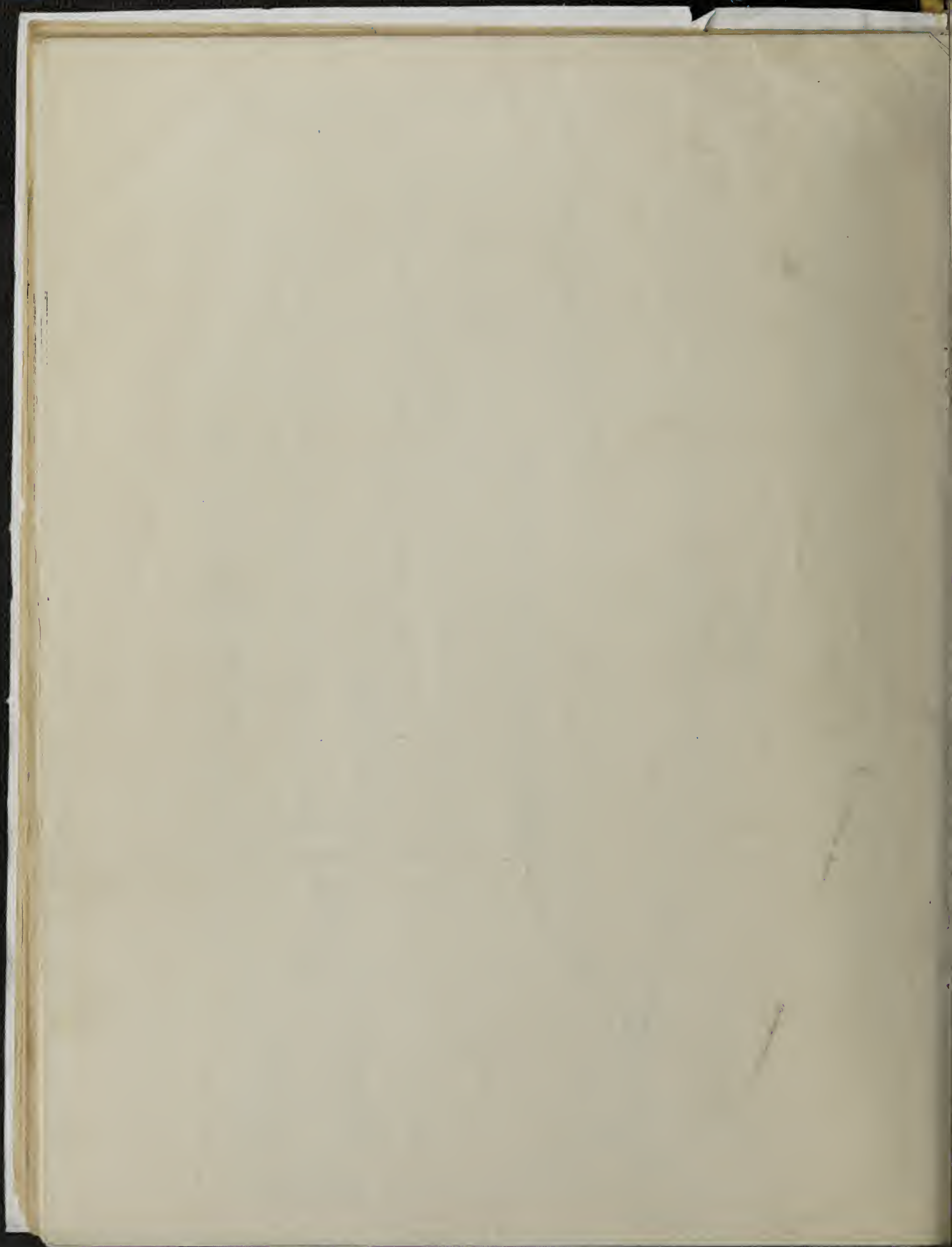


FIGURE 2. - SPEED TRENDS ON MAIN RURAL HIGHWAYS BY VEHICLE TYPE



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TRAFFIC SPEED TRENDS

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Thirty-three State studies conducted during 1954 on rural highways during which most drivers carried which include observations table 1, attached. advised to include additional December 31, 1954. In regions of the country

The average speed was 0.7 mile per hour above. The average speeds for 45.8 and 52.6 miles per hour increase in speed for increase in speeds was and western States which 1954 and 1955 experience which include the east slight decrease in speed

Fifty-seven percent of the trucks and 18 percent of the buses are exceeding 50 miles per hour. Twenty-seven percent of the trucks and 63 percent of the buses are exceeding 50 miles per hour.

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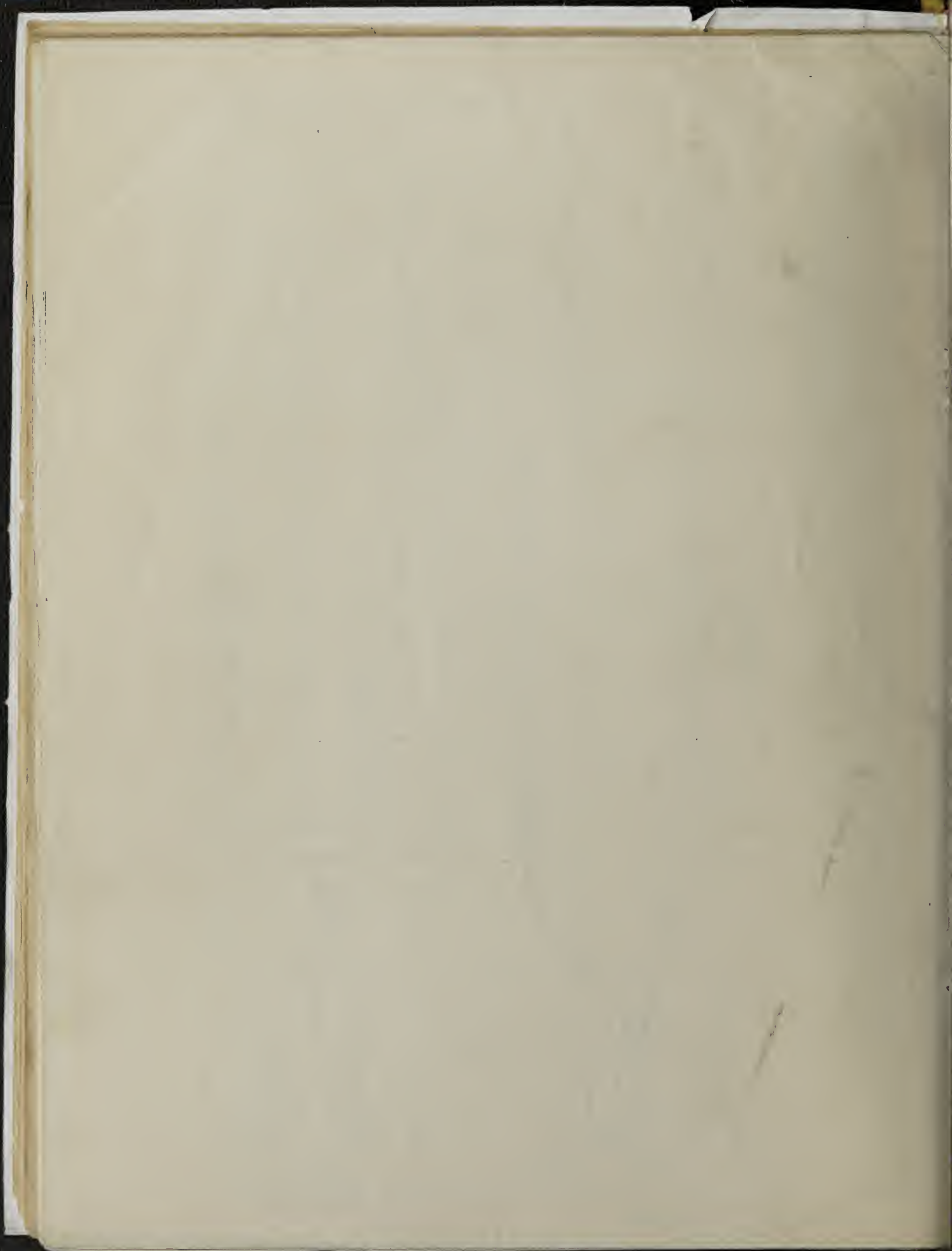
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Table 1.—AVERAGE SPEEDS AND PERCENTAGES OF VEHICLES TRAVELING IN EXCESS OF VARIOUS SPEEDS FOR THE PERIOD FROM JANUARY 1955 TO DECEMBER 1955

Region and State	Average speed										Speed exceeded									
	Miles per hour					40 m.p.h.					50 m.p.h.					55 m.p.h.				
	All	P.C.	TK.	Bus	8us	All	P.C.	TK.	Bus	8us	All	P.C.	TK.	Bus	8us	All	P.C.	TK.	Bus	8us
EASTERN REGIONS																				
New England:	46.6	47.8	42.6	44.6	44.6	94	96	88	96	94	78	83	62	74	52	59	29	37	30	36
Connecticut.....	44.3	44.6	42.4	45.9	45.9	92	94	90	91	91	74	76	65	78	46	51	36	59	18	18
Maine.....	43.4	43.6	42.2	47.2	47.2	94	94	94	100	100	62	63	58	75	40	42	30	68	10	10
New Hampshire.....	45.2	46.4	41.4	41.8	41.8	95	97	88	91	91	82	86	67	77	59	65	39	34	33	38
Middle Atlantic:	47.5	47.9	45.4	51.0	51.0	93	94	90	97	97	80	82	74	89	58	59	49	77	30	33
New Jersey.....	43.5	44.7	41.7	45.1	45.1	88	90	81	84	84	67	71	55	64	44	49	30	50	17	20
New York.....	47.4	48.6	43.8	50.4	50.4	90	94	79	90	90	78	83	62	83	62	68	42	78	30	36
Pennsylvania.....	42.5	43.4	38.8	40.5	40.5	87	89	74	86	86	64	68	42	48	35	40	15	19	14	16
South Atlantic:	47.9	48.7	45.9	48.5	48.5	96	97	93	100	100	86	88	80	96	66	70	57	83	33	38
Georgia.....	50.1	51.5	46.2	56.4	56.4	96	98	92	100	100	88	92	78	100	74	80	55	100	48	55
North Carolina.....	51.2	52.8	44.5	54.2	54.2	98	99	94	100	100	94	97	82	100	81	88	47	100	56	66
South Carolina.....	48.8	51.8	44.8	51.1	51.1	98	99	96	99	99	93	95	82	93	77	83	52	78	49	57
Virginia.....	46.5	47.6	43.3	48.1	48.1	93	95	88	94	94	79	82	67	81	58	63	40	65	31	35
Average.....	46.5	47.6	43.3	48.1	48.1	93	95	88	94	94	79	82	67	81	58	63	40	65	31	35
CENTRAL AND WESTERN REGIONS																				
East North Central:	52.9	54.1	46.8	51.1	51.1	97	98	98	100	100	91	94	80	99	73	86	49	100	64	73
Indiana.....	51.7	53.1	45.5	53.4	53.4	99	98	98	100	100	92	95	89	96	79	84	54	89	57	64
Michigan.....	54.5	56.7	47.2	55.5	55.5	99	100	100	100	100	96	98	89	96	86	92	64	86	69	80
Wisconsin.....	50.4	55.5	48.9	54.9	54.9	96	98	96	96	96	91	94	86	96	76	86	68	50	50	50
West North Central:	53.8	55.5	48.9	54.9	54.9	98	98	96	96	96	92	94	86	96	82	86	68	67	67	74
Iowa.....	58.4	60.7	50.8	62.8	62.8	100	100	100	100	100	98	99	94	100	92	96	81	100	81	90
Kansas.....	56.2	57.4	49.3	56.0	56.0	99	99	99	100	100	98	99	91	99	91	94	74	77	77	83
Minnesota.....	55.9	58.0	50.0	56.0	56.0	99	99	99	100	100	96	98	93	100	87	92	76	95	70	79
Missouri.....	50.6	51.6	45.2	54.3	54.3	98	99	97	100	100	95	97	84	100	84	88	56	60	60	66
Nebraska.....	53.9	55.1	47.9	54.3	54.3	98	99	97	100	100	96	97	88	100	86	89	68	66	66	73
South Dakota.....	46.5	48.4	42.6	49.0	49.0	90	93	85	84	84	76	82	65	79	56	64	39	71	32	41
West South Central:	51.6	54.3	46.4	55.6	55.6	96	98	92	98	98	90	94	81	97	77	84	59	90	62	72
Arkansas.....	54.0	55.5	47.7	57.6	57.6	99	99	98	99	99	95	97	90	98	89	94	72	98	64	74
Oklahoma.....	51.3	52.4	47.7	57.0	57.0	96	98	93	100	100	90	93	82	100	78	81	64	93	52	58
Texas.....	53.1	53.8	46.7	63.0	63.0	99	100	90	100	100	96	98	82	100	87	90	63	100	66	70
Mountain:	52.7	54.4	45.7	58.4	58.4	98	99	94	100	100	92	96	78	100	79	86	49	100	58	67
Arizona.....	54.8	56.4	49.9	55.4	55.4	99	99	98	100	100	95	97	89	100	86	89	77	90	69	76
Colorado.....	55.0	56.3	48.4	56.0	56.0	98	99	92	98	98	94	97	85	93	88	93	70	85	70	78
Montana.....	55.1	56.8	48.0	56.8	56.8	96	98	87	92	92	92	95	80	83	83	87	66	69	69	74
Nevada.....	48.8	49.7	43.6	50.4	50.4	91	92	85	85	85	83	84	72	72	65	67	48	42	42	45
New Mexico.....	47.8	50.9	43.1	51.1	51.1	96	98	92	92	92	83	84	71	71	60	77	33	33	33	52
Utah.....	57.0	57.8	48.7	61.1	61.1	98	99	91	100	100	96	97	81	100	91	92	71	100	80	83
Pacific:	53.0	54.7	47.1	56.0	56.0	97	98	94	99	99	92	95	83	97	81	86	62	93	62	70
California.....	50.7	52.1	45.8	52.6	52.6	96	97	92	97	97	87	90	77	90	73	78	54	81	51	57
Oregon.....	50.7	52.1	45.8	52.6	52.6	96	97	92	97	97	87	90	77	90	73	78	54	81	51	57
Washington.....	53.0	54.7	47.1	56.0	56.0	97	98	94	99	99	92	95	83	97	81	86	62	93	62	70
Average.....	50.7	52.1	45.8	52.6	52.6	96	97	92	97	97	87	90	77	90	73	78	54	81	51	57
ALL STATES																				
Average.....	50.7	52.1	45.8	52.6	52.6	96	97	92	97	97	87	90	77	90	73	78	54	81	51	57
Study made at old location at Gainesville, Rte. 29 and 211.																				

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TRAFFIC SPEED TRENDS

Table 2.—AVERAGE SPEEDS AND PERCENTAGES OF VEHICLES TRAVELLING IN EXCESS OF VARIOUS SPEEDS FOR THE PERIOD FROM JANUARY 1954 TO DECEMBER 1954

Region and State	Average speed										Speed exceeded																									
	Miles per hour					35 m.p.h.					40 m.p.h.					45 m.p.h.					50 m.p.h.					55 m.p.h.					60 m.p.h.					
	All	P.C.	TK.	Bus	Bus	All	P.C.	TK.	Bus	Bus	All	P.C.	TK.	Bus	Bus	All	P.C.	TK.	Bus	Bus	All	P.C.	TK.	Bus	Bus	All	P.C.	TK.	Bus	Bus	All	P.C.	TK.	Bus	Bus	
	Percentage of vehicles																																			
EASTERN REGIONS																																				
New England:																																				
Connecticut.....	47.1	48.2	43.5	46.7		95	96	89	97		80	83	69	80	55	60	37	37	15	3	15															
Maine.....	45.2	45.6	43.2	47.4		94	94	91	96		80	80	69	83	54	54	43	36	8	2	16															
New Hampshire.....	43.6	44.0	41.8	46.6		94	94	90	100		62	63	46	66	40	42	26	14	4	1	14															
Middle Atlantic:																																				
New Jersey.....	44.9	46.0	41.4	42.8		94	97	86	97		81	85	66	57	56	61	36	11	25	9	8															
New York.....	47.6	47.8	46.2	48.0		93	94	89	96		82	83	75	88	62	63	54	47	14	15	13															
South Atlantic:																																				
Georgia.....	51.4	53.0	47.6	56.0		100	100	98	100		90	94	82	98	76	83	60	32	78	36	12	58														
Maryland.....	45.2	46.2	42.4	44.8		92	94	87	84		77	80	63	76	54	58	35	30	11	12	4	10														
North Carolina.....	46.2	47.2	43.6	44.3		88	92	84	72		76	80	66	60	55	61	44	30	11	12	4	15														
South Carolina.....	48.4	49.5	45.6	53.2		96	97	92	100		81	83	60	100	65	74	41	30	16	19	7	41														
Virginia.....	53.2	54.5	46.7	56.3		99	98	98	100		94	96	84	100	83	88	57	100	41	48	9	46														
Average.....	47.3	48.2	44.2	48.6		94	96	90	94		80	83	68	81	60	64	43	46	16	18	6	25														
CENTRAL AND WESTERN REGIONS																																				
East North Central:																																				
Indiana.....	52.6	54.7	45.1	52.9		97	98	92	100		91	94	78	100	80	89	52	68	44	53	10	43														
Michigan.....	49.5	51.1	44.5	52.1		95	96	92	98		86	90	76	92	68	75	47	60	26	32	6	41														
Wisconsin.....	52.8	54.9	46.0	52.7		99	99	96	100		94	97	85	98	80	88	56	60	41	51	8	44														
West North Central:																																				
Iowa.....	52.3	53.8	47.6			97	98	94			90	92	82		78	82	61	36	36	44	12															
Kansas.....	56.7	59.8	49.4	57.0		98	99	96	100		95	97	89	97	87	93	73	66	57	72	23	63														
Minnesota.....	51.9	53.0	45.7			99	99	96			93	95	83		81	86	51	47	32	36	4															
Missouri.....	55.4	57.4	49.5	57.0		99	99	99	100		96	98	92	99	86	91	72	84	46	56	19	63														
Nebraska.....	49.2	49.5	45.6			97	98	98			92	92	89		78	80	62	26	20	23	6															
South Dakota.....	50.1	51.3	44.9	53.1		97	98	94	97		88	90	78	94	72	77	48	73	24	29	3	42														
West South Central:																																				
Arkansas.....	48.2	50.0	43.1	50.5		92	95	85	92		81	87	68	91	64	75	42	68	25	33	7	38														
Oklahoma.....	51.1	53.8	45.7	56.4		97	99	94	100		92	96	83	99	81	88	63	87	43	55	15	71														
Texas.....	53.4	55.7	47.1	55.6		98	99	94	99		89	94	76	93	80	87	58	70	32	38	13	41														
Mountain:																																				
Arizona.....	51.2	52.3	47.6	57.0		95	96	93	100		88	90	80	97	75	78	64	90	32	36	14	70														
Colorado.....	50.9	51.4	46.5	55.8		98	100	90	100		94	95	84	100	79	81	60	80	25	27	9	80														
Montana.....	52.6	54.2	46.3	56.4		98	99	94	100		90	94	88	100	77	83	52	82	38	44	11	67														
Nevada.....	51.5	52.7	46.5	48.7		96	97	91	100		88	89	81	83	75	78	64	58	38	43	15	12														
Pacific:																																				
Oregon.....	47.3	50.0	43.4			96	98	93			84	92	73		57	72	34		14	22	1															
Average.....	51.6	53.3	46.1	54.2		97	98	94	99		90	93	81	96	76	83	56	73	34	41	10	52														
ALL STATES																																				
Average.....	50.0	51.4	45.4	51.8		96	97	92	97		86	89	76	89	70	76	52	61	27	33	9	40														

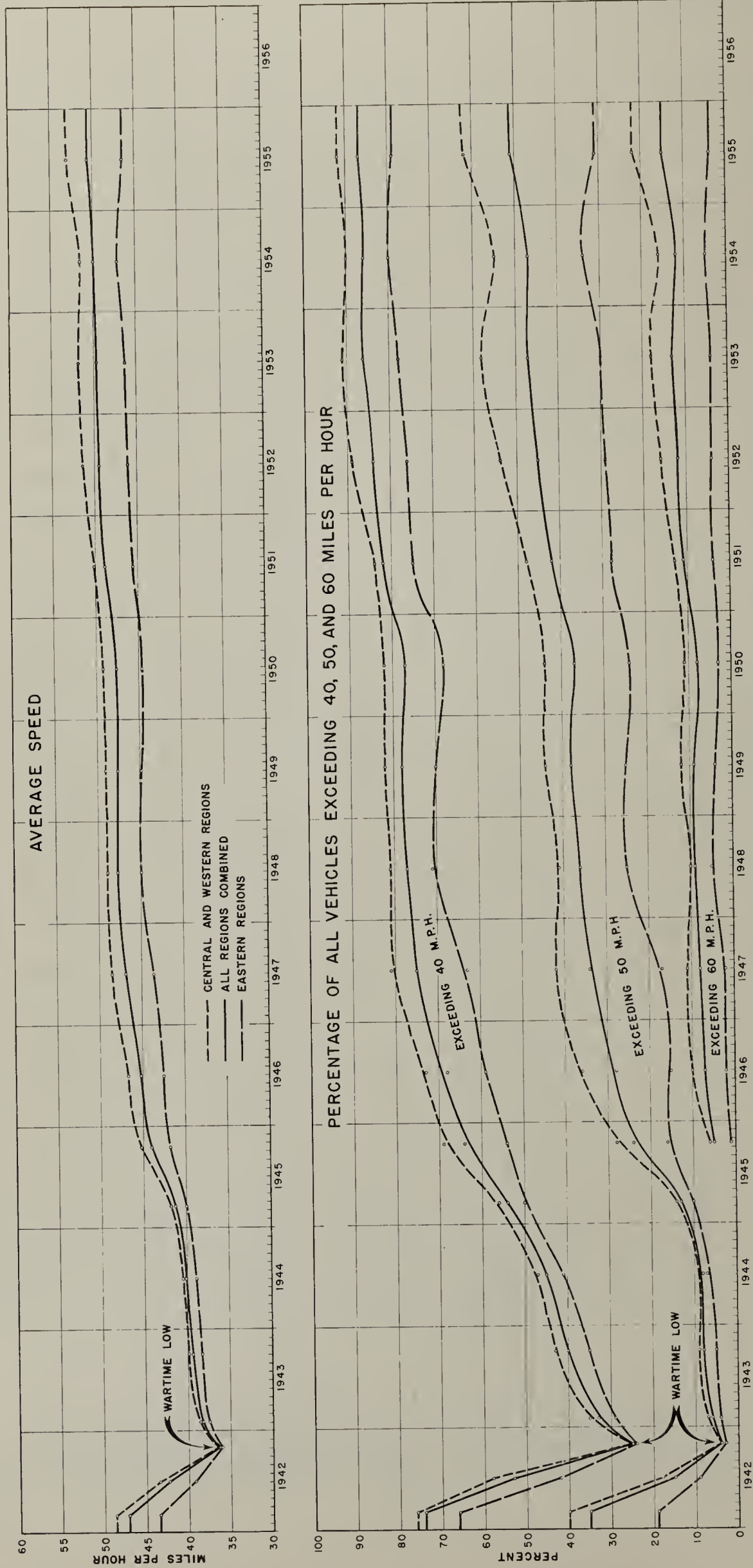


FIGURE 1. — SPEED TRENDS ON MAIN RURAL HIGHWAYS BY REGIONS

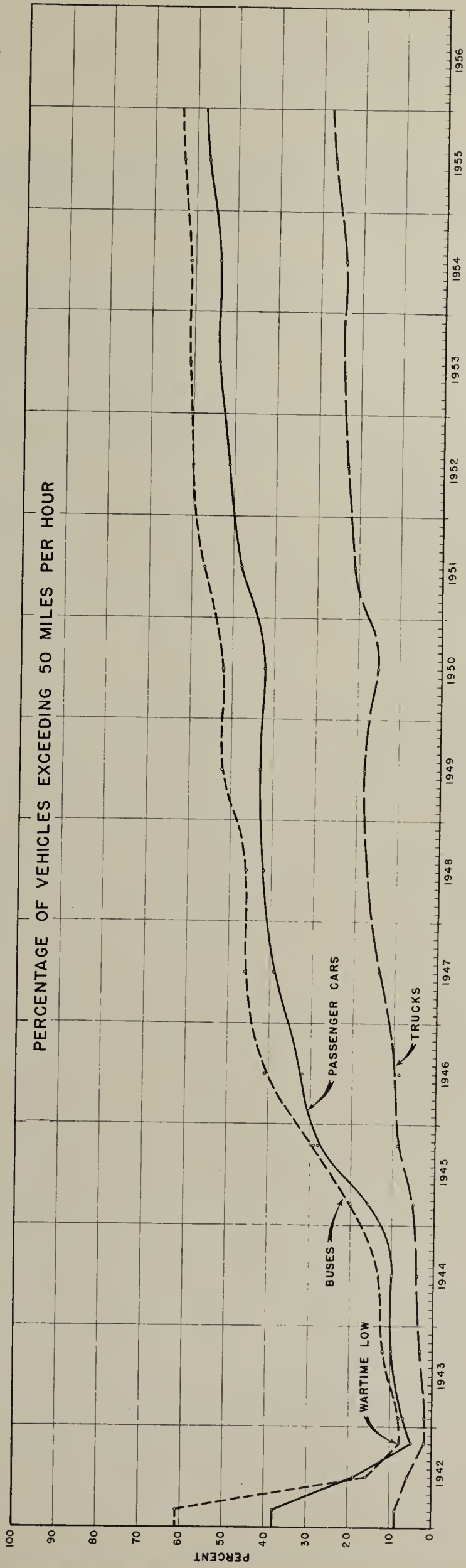
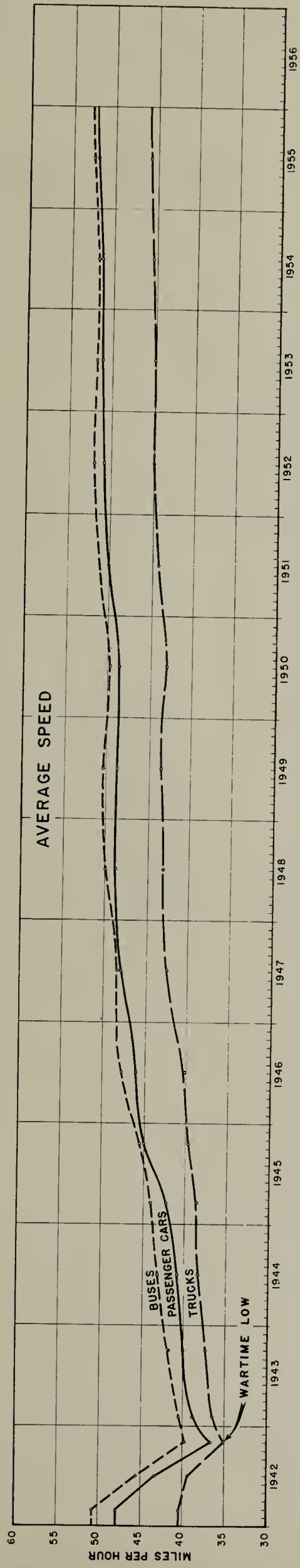
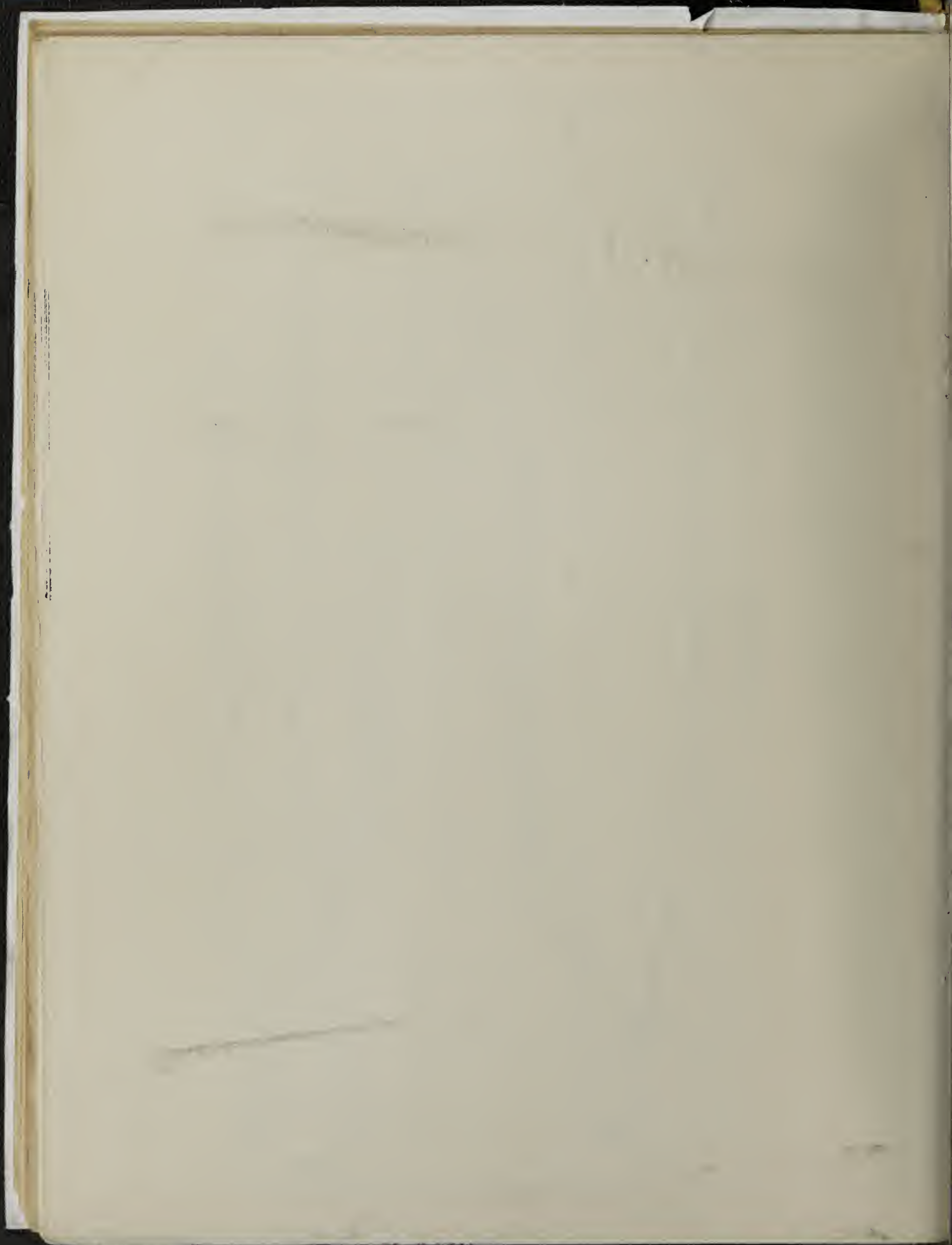


FIGURE 2.- SPEED TRENDS ON MAIN RURAL HIGHWAYS BY VEHICLE TYPE



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U. S. DEPARTMENT OF COMMERCE
Sinclair Weeks, Secretary

BUREAU OF PUBLIC ROADS
B. D. Tallamy, Administrator
Charles D. Curtiss, Commissioner

TRAFFIC SPEED TRENDS

Washington, D. C.

March 1957

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Twenty-seven States during 1956 on levels of relatively low traffic speeds. The results summarized in table 1, to include additional Figures 1 and 2 show by vehicle type.

The average speed as the 1955 average, for passenger cars, trucks, and buses. This represents truck speeds increased

Fifty-six percent of passenger cars traveled over 40 miles per hour and 63 percent of the buses

Attachments

studies conducted during periods at their desired speeds. The results, as summarized, have been revised as of September 31, 1955. The country and

was the same for passenger cars, trucks, and buses. For passenger cars, the average speed was the same as the 1955 average, for passenger cars, trucks, and buses. This represents truck speeds increased

per hour and 17 percent of the trucks

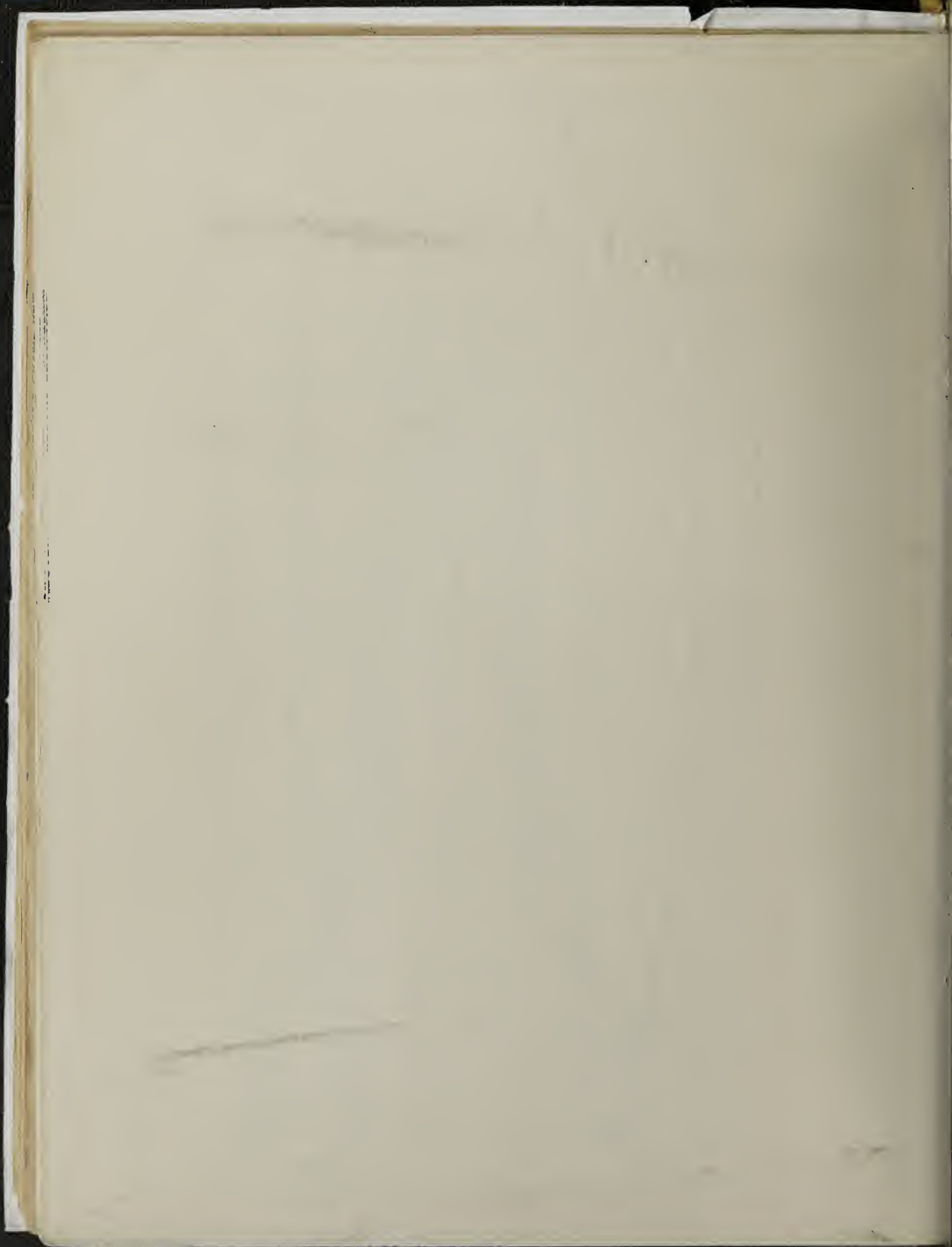
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Washington, D. C.

March 1957

Twenty-seven States have reported the results of 716 speed studies conducted during 1956 on level tangent sections of main rural highways during periods of relatively low traffic densities when most drivers can travel at their desired speeds. The results, which include observations of 381,123 vehicles, are summarized in table 1, attached. Also attached is table 2, which has been revised to include additional data received for the period ending December 31, 1955. Figures 1 and 2 show speed trends separated by regions of the country and by vehicle type.

The average speed of 50.5 miles per hour for all vehicles was the same as the 1955 average, which was a record high. The average speeds for passenger cars, trucks, and buses were 51.8, 46.2, and 52.3 miles per hour, respectively. This represents a slight decrease in speed for passenger cars, while truck speeds increased and bus speeds remained the same.

Fifty-six percent of the passenger cars exceeded 50 miles per hour and 17 percent traveled over 60 miles per hour. Twenty-seven percent of the trucks and 63 percent of the buses exceeded 50 miles per hour.

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Region and State	Average speed			Speed exceeded						Percentage of vehicles															
				35 m. p. h.			40 m. p. h.			45 m. p. h.			50 m. p. h.			55 m. p. h.			60 m. p. h.						
	All	P. C.	TK.	All	P. C.	TK.	Bus	All	P. C.	TK.	Bus	All	P. C.	TK.	Bus	All	P. C.	TK.	Bus	All	P. C.	TK.	Bus		
	Miles per hour																								
E A S T E R N R E G I O N S																									
New England:	46.0	47.1	42.4	43.4	93	95	87	92	74	78	58	62	55	30	33	26	31	9	11	15	2	7	3	4	0
Connecticut.....	45.2	45.4	44.1	47.6	92	94	90	96	78	79	73	87	52	44	68	24	25	20	39	10	8	12	2	2	0
Maine.....	43.2	43.4	42.2	48.1	91	92	87	100	62	62	52	84	40	32	79	10	10	5	34	4	2	16	1	1	0
New Hampshire.....	Middle Atlantic:																								
New York.....	43.0	44.3	40.4	42.7	91	94	83	87	75	80	61	64	55	31	35	18	22	7	23	4	5	1	10	2	0
New Jersey.....	48.1	49.1	47.0	53.3	94	95	94	100	83	84	82	98	62	57	87	34	34	28	64	14	15	36	5	5	3
Pennsylvania.....	44.8	45.6	42.2	48.0	90	93	83	91	70	76	56	82	50	30	64	18	22	8	40	6	8	15	1	2	0
South Atlantic:	50.8	52.0	47.7	51.9	98	99	92	97	90	93	82	90	82	67	78	47	54	27	60	28	34	42	8	10	2
Georgia.....	43.4	43.7	40.1	39.0	86	86	76	72	66	68	49	42	43	26	26	20	20	10	8	8	8	0	3	1	0
Maryland.....	47.9	49.0	45.2	47.0	97	98	94	82	86	90	76	76	72	46	67	33	39	18	36	10	13	4	2	2	1
North Carolina.....	51.0	52.2	47.5	57.5	97	99	94	100	92	94	85	100	79	65	100	53	59	34	96	27	32	61	9	11	3
South Carolina.....	50.4	50.8	45.2	52.3	98	98	98	100	93	94	82	100	84	49	90	52	54	21	72	24	25	6	28	8	1
Virginia (near D.C.)..	51.0	52.8	46.8	53.9	99	100	99	100	94	97	88	95	89	64	91	58	70	31	78	32	40	11	56	11	2
Virginia (other).....	47.1	48.0	44.2	48.7	94	95	50	93	80	83	70	82	64	45	68	33	37	18	47	15	17	6	5	6	1
Average.....																									
C E N T R A L A N D W E S T E R N R E G I O N S																									
East North Central:	54.1	56.6	45.9	48.8	99	99	88	96	94	98	76	88	84	93	61	70	82	25	49	48	61	8	32	30	3
Indiana.....	52.2	53.5	45.6	55.5	98	99	94	100	93	95	82	100	80	86	90	59	66	24	76	38	44	6	60	21	1
Michigan.....	53.4	56.1	45.5	54.5	98	99	96	100	94	98</															

Region and State	Average speed			Speed exceeded												Percentage of vehicles											
				35 m. p. h.			40 m. p. h.			45 m. p. h.			50 m. p. h.			55 m. p. h.			60 m. p. h.								
	All	P. C.	TK.	All	P. C.	TK.	Bus	All	P. C.	TK.	Bus	All	P. C.	TK.	Bus	All	P. C.	TK.	Bus	All	P. C.	TK.	Bus				
	Miles per hour																										
E A S T E R N R E G I O N S																											
New England:	46.0	47.1	42.4	43.4	93	95	87	92	74	78	58	62	55	30	33	26	31	9	11	15	2	7	3	4	0		
Connecticut.....	45.2	45.4	44.1	47.6	92	94	90	96	78	79	73	87	52	44	68	24	25	20	39	10	8	12	2	2	0		
Maine.....	43.2	43.4	42.2	48.1	91	92	87	100	62	62	52	84	40	32	79	10	10	5	34	4	2	16	1	1	0		
New Hampshire.....	Middle Atlantic:																										
New York.....	43.0	44.3	40.4	42.7	91	94	83	87	75	80	61	64	55	31	35	18	22	7	23	4	5	1	10	2	0		
New Jersey.....	48.1	49.1	47.0	53.3	94	95	94	100	83	84	82	98	62	57	87	34	34	28	64	14	15	36	5	5	3		
Pennsylvania.....	44.8	45.6	42.2	48.0	90	93	83	91	70	76	56	82	44	50	64	18	22	8	40	6	8	2	15	2	0		
South Atlantic:	50.8	52.0	47.7	51.9	98	99	92	97	90	93	82	90	79	82	67	47	54	27	60	28	34	42	8	10	2		
Georgia.....	43.4	43.7	40.1	39.0	86	86	76	72	66	68	49	42	41	43	26	20	20	10	8	8	8	2	0	3	1		
Maryland.....	47.9	49.0	45.2	47.0	97	98	94	82	86	90	76	76	64	72	46	67	33	39	18	36	10	13	4	2	1		
North Carolina.....	51.0	52.2	47.5	57.5	97	99	94	100	92	94	85	100	79	84	65	100	53	59	34	96	27	32	61	9	11		
South Carolina.....	50.4	50.8	45.2	52.3	98	98	98	100	93	94	82	100	80	84	49	90	52	54	21	72	24	25	6	28	8		
Virginia (near D.C.)..	51.0	52.8	46.8	53.9	99	100	99	100	94	97	88	95	82	89	64	91	58	70	31	78	32	40	11	15	2		
Virginia (other).....	47.1	48.0	44.2	48.7	94	95	50	93	80	83	70	82	60	64	45	68	33	37	18	47	15	17	6	5	1		
Average.....																											
C E N T R A L A N D W E S T E R N R E G I O N S																											
East North Central:	54.1	56.6	45.9	48.8	99	99	88	96	94	98	76	88	84	93	52	61	70	82	25	49	48	61	8	32	38	3	
Indiana.....	52.2	53.5	45.6	55.5	98	99	94	100	93	95	82	100	80	86	54	90	59	66	24	76	38	44	6	60	21	1	
Michigan.....	53.4	56.1	45.5	54.5	98	99	96	100	94	98	82	96	82	91	51	86	65	79	22	82	44	56	7	55	30	2	
Wisconsin.....	52.8	54.6	46.6		97	98	93		91	94	80		78	84	58		62	70	34		40	48	12		32	6	
West North Central:	58.7	60.6	52.1	62.2	100	100	99	100	99	99	97	99	94	96	87	97	85	91	64	92		66	32	88	45	10	
Iowa.....	55.3	56.4	48.9		99	100	98		97	98	90		90	93	71		73	79	39		53	60	15	24	28	3	
Kansas.....	56.8	58.8	50.9	55.5	99	99	98	100	97	98	93	98	89	92	79	34	73	81	50	75	54	63	25	59	33	10	
Minnesota.....	53.2	54.0	49.0	56.0	100	100	99	100	98	99	94	100	91	92	72	100	73	77	37	100	44	47	11	100	16	2	
Missouri.....	53.8	55.0	49.1	55.1	99	99	99	100	94	96	87	100	82	87	64	95	63	70	37	82	42	48	18	46	19	5	
Nebraska.....	South Dakota.....																										
South Dakota.....	44.8	47.4	43.1	46.6	90	92	85	88	73	79	63	74	53	61	40	62	29	38	15	50	16	24	6	23	7	1	
West South Central:	57.3	58.3	51.6	62.9	99	99	97	100	96	97	93	100	91	92	85	97	76	80	57	96	60	65	30	92	39	8	
Arkansas.....	53.0	54.7	47.0	54.7	98	99	95	96	91	95	79	94	83	89	60	93	61	70	29	82	35	60	11	60	16	3	
Oklahoma.....	Texas.....																										
Texas.....	51.8	52.8	48.4	55.9	98	98	95	100	90	92	84	97	82	85	67	94	55	61	38	82	32	38	16	64	11	4	
Mountain:	50.8	52.1	44.9	54.1	98	99	93	100	90	93	73	100	75	81	45	81	50	57	19	75	27	32	6	39	9	1	
Arizona.....	53.1	54.0	49.7	60.0	98	98	97	100	94	95	90	100	86	88	79	100	66	69	50	85	44	47	28	83	21	10	
Montana.....	Nevada.....																										
Nevada.....	48.4	51.1	44.4		98	98	96		87	92	81		60	77	40		32	52	8		16	28	1		6	0	
Pacific:	53.1	54.8	47.7	55.5	98	98	95	98	92	95	84	96	81	87	63	88	62	70	34	79	41	50	14	62	21	4	
Oregon.....	Average.....																										
Average.....	50.5	51.8	46.2	52.3	96	97	93	96	87	90	78	89	72	77	55	79	49	56	27	63	30	36	11	44	14	17	3
A L L S T A T E S																											
Average.....																											

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TRAFFIC SPEED TRENDS

Table 2.—AVERAGE SPEEDS AND PERCENTAGES OF VEHICLES TRAVELING IN EXCESS OF VARIOUS SPEEDS FOR THE PERIOD FROM JANUARY 1955 TO DECEMBER 1955.

Region and State	Average speed				35 m.p.h.				40 m.p.h.				45 m.p.h.				50 m.p.h.				55 m.p.h.				60 m.p.h.			
	Miles per hour				All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus				
	Percentage of vehicles				Percentage of vehicles				Percentage of vehicles				Percentage of vehicles				Percentage of vehicles				Percentage of vehicles							
	EASTERN REGIONS																											
New England:	46.6	47.8	42.6	44.6	94	96	88	94	78	83	62	74	52	59	29	37	30	36	10	9	13	16	2	5	0			
Connecticut.....	44.3	44.6	42.4	45.9	92	91	90	94	74	76	65	78	46	51	36	59	18	18	10	36	6	6	2	2	6			
Maine.....	43.4	43.6	42.2	47.2	94	100	94	94	62	63	58	75	40	42	30	68	10	10	6	39	4	4	1	1	0			
New Hampshire.....	45.2	46.4	41.4	41.8	95	91	88	97	82	86	67	77	59	65	39	34	33	38	14	11	12	14	3	4	1			
Middle Atlantic:	47.5	47.9	45.4	51.0	93	94	90	94	80	82	74	89	58	59	49	77	30	33	22	56	13	15	6	4	9			
New Jersey.....	43.5	44.7	41.7	45.1	88	84	81	90	67	71	55	64	44	49	30	50	17	20	9	31	6	7	2	1	1			
New York.....	47.4	48.6	43.8	50.4	90	94	79	90	78	83	62	83	62	68	42	78	30	36	14	44	15	18	4	2	1			
Pennsylvania.....	42.5	43.4	38.8	40.5	87	89	74	86	64	68	42	48	35	40	15	19	14	16	4	7	4	6	0	3	3			
South Atlantic:	47.9	48.7	45.9	48.5	96	93	92	100	86	88	80	96	66	70	57	83	33	38	20	50	11	14	8	2	4			
Georgia.....	50.1	51.5	46.2	56.4	96	100	98	100	88	92	78	100	74	80	55	100	48	55	27	83	24	29	8	10	22			
North Carolina.....	51.2	52.8	44.5	54.2	98	100	94	100	94	97	82	100	81	88	47	100	56	66	16	100	31	36	4	14	1			
South Carolina.....	48.8	51.8	44.8	51.1	98	99	96	99	93	95	82	93	77	83	52	78	49	57	21	70	22	26	6	7	9			
Virginia (near D.C.)....	46.5	47.6	43.3	48.1	93	94	88	94	79	82	67	81	58	63	40	65	31	35	14	45	13	16	4	5	5			
Virginia (other).....	CENTRAL AND WESTERN REGIONS																											
East North Central:	52.2	54.3	46.8	54.0	97	98	98	98	91	94	73	100	79	86	49	100	64	73	25	37	42	49	10	25	12			
Illinois.....	52.9	54.1	46.8	51.1	98	94	98	98	92	94	86	100	79	86	49	100	64	74	24	66	34	40	7	43	18			
Indiana.....	51.7	53.1	45.5	53.4	99	100	98	98	92	94	86	100	79	86	49	100	64	80	31	64	48	59	10	61	21			
Michigan.....	54.5	56.7	47.2	55.5	99	100	98	100	96	98	89	96	86	92	64	86	69	80	45	100	27	34	10	27	34			
Wisconsin.....	50.4	50.4	46.8	50.4	96	98	98	98	91	94	86	100	76	86	49	100	50	74	17	100	10	10	10	10	10			
Mississippi.....	53.8	55.5	48.9	54.9	98	98	98	98	92	94	86	100	82	86	68	100	67	74	45	100	45	52	17	34	6			
West North Central:	58.4	60.7	50.8	62.8	99	100	98	98	92	94	86	100	82	86	68	100	67	90	55	100	63	76	24	92	92			
Iowa.....	56.2	57.4	49.3	56.0	99	100	98	98	92	94	86	100	82	86	68	100	67	83	43	100	55	62	16	32	4			
Kansas.....	55.9	58.0	50.0	56.0	99	100	98	98	92	94	86	100	82	86	68	100	67	79	46	85	50	60	21	30	9			
Minnesota.....	50.6	51.6	45.2	54.3	99	100	97	97	95	97	84	93	84	88	56	95	60	66	28	100	26	30	11	10	4			
Missouri.....	53.9	55.1	47.9	54.3	98	99	97	97	96	97	88	100	86	89	68	100	66	73	33	88	43	50	9	16	18			
Nebraska.....	46.5	48.4	42.6	49.0	90	93	85	84	76	82	65	79	56	64	39	71	32	41	14	51	18	24	5	31	0			
South Dakota.....	51.6	54.3	46.4	55.6	96	98	98	98	90	94	81	97	77	84	59	90	62	72	38	79	40	50	16	61	12			
West South Central:	54.0	55.5	47.7	57.6	99	99	98	98	95	97	90	98	89	94	72	98	64	74	24	93	41	61	8	70	24			
Arkansas.....	51.3	52.4	47.7	57.0	96	98	93	93	90	93	82	100	78	81	64	93	52	58	35	90	30	35	13	64	19			
Oklahoma.....	53.1	53.8	46.7	63.0	99	100	90	90	96	98	82	100	78	81	64	93	52	70	33	100	38	40	13	100	9			
Texas.....	52.7	54.4	45.7	58.4	98	99	94	94	92	96	78	100	78	81	64	93	52	67	20	88	37	44	8	74	22			
Mountain:	54.8	56.4	49.9	55.4	99	100	98	98	95	97	89	100	86	89	77	90	69	76	46	60	49	56	28	60	60			
Arizona.....	55.0	56.3	48.4	56.0	98	99	92	92	94	97	85	93	86	89	77	85	70	78	43	76	49	57	24	32	33			
Colorado.....	55.1	56.8	48.0	56.0	96	98	87	87	92	95	80	85	83	87	66	85	69	74	46	50	50	56	27	38	14			
Montana.....	48.8	49.7	43.6	50.4	91	92	85	85	83	84	72	72	65	67	48	42	45	45	23	23	24	27	8	17	4			
Nevada.....	47.8	50.9	43.1	49.4	96	98	92	92	83	84	71	71	60	77	33	33	33	33	6	44	16	26	0	6	0			
New Mexico.....	49.2	50.4	44.4	49.4	97	98	93	93	86	86	70	96	68	75	41	78	42	49	15	44	19	23	3	4	1			
Utah.....	52.6	54.4	46.9	55.2	97	98	94	94	92	94	82	97	80	85	60	92	60	68	32	75	38	46	13	56	30			
Pacific:	48.8	49.7	43.6	50.4	91	92	85	85	83	84	72	72	65	67	48	42	45	45	23	23	24	27	8	17	4			
California.....	47.8	50.9	43.1	49.4	96	98	92	92	83	84	71	71	60	77	33	33	33	33	6	44	16	26	0	6	0			
Oregon.....	49.2	50.4	44.4	49.4	97	98	93	93	86	86	70	96	68	75	41	78	42	49	15	44	19	23	3	4	1			
Washington.....	52.6	54.4	46.9	55.2	97	98	94	94	92	94	82	97	80	85	60	92	60	68	32	75	38	46	13	56	30			
Average.....	50.5	52.0	45.6	52.3	96	97	92	92	87	90	77	90	72	77	53	80	50	56	26	61	29	35	10	44	17	19		

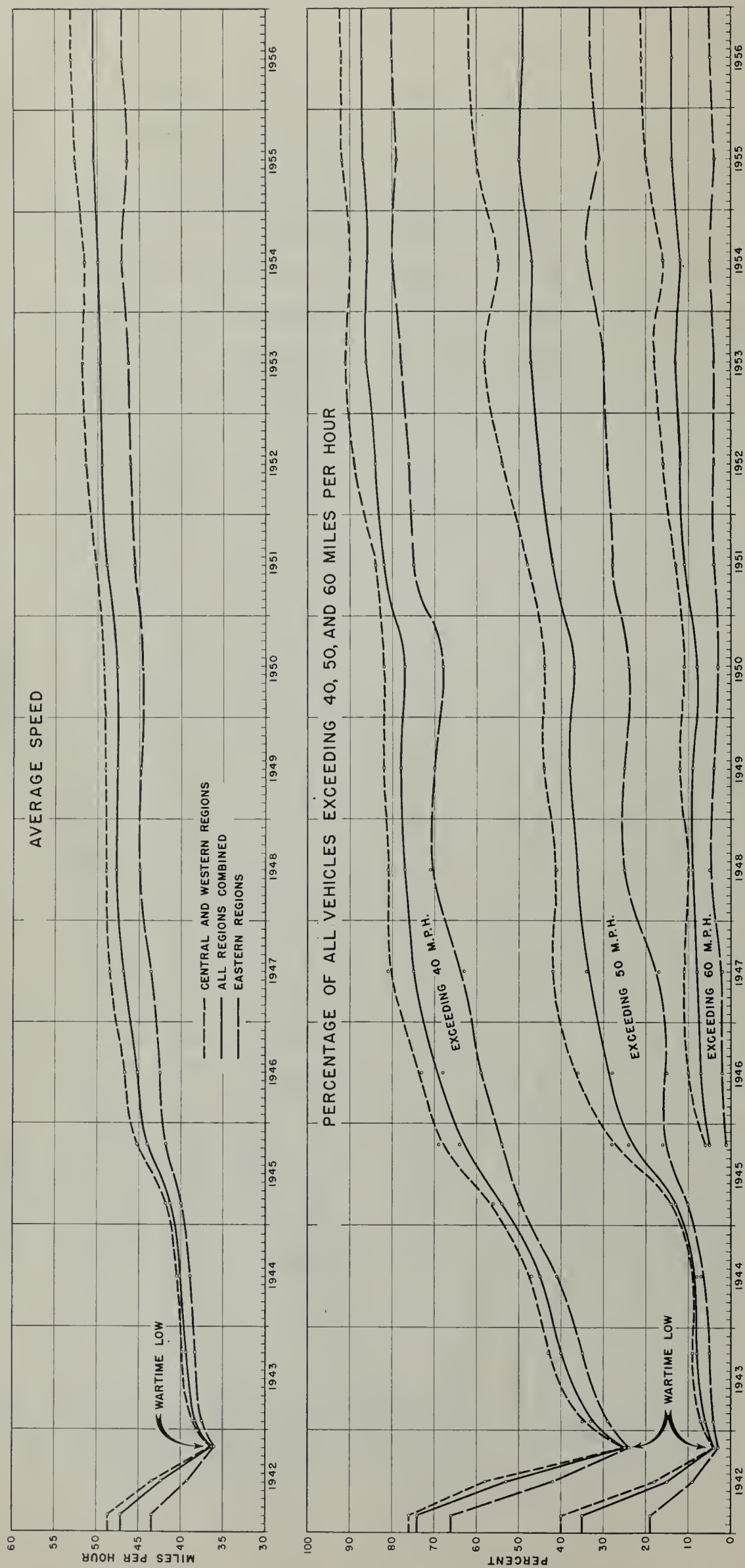


FIGURE 1. — SPEED TRENDS ON MAIN RURAL HIGHWAYS BY REGIONS

SPEED TRENDS ON MAIN RURAL HIGHWAYS BY VEHICLE TYPE

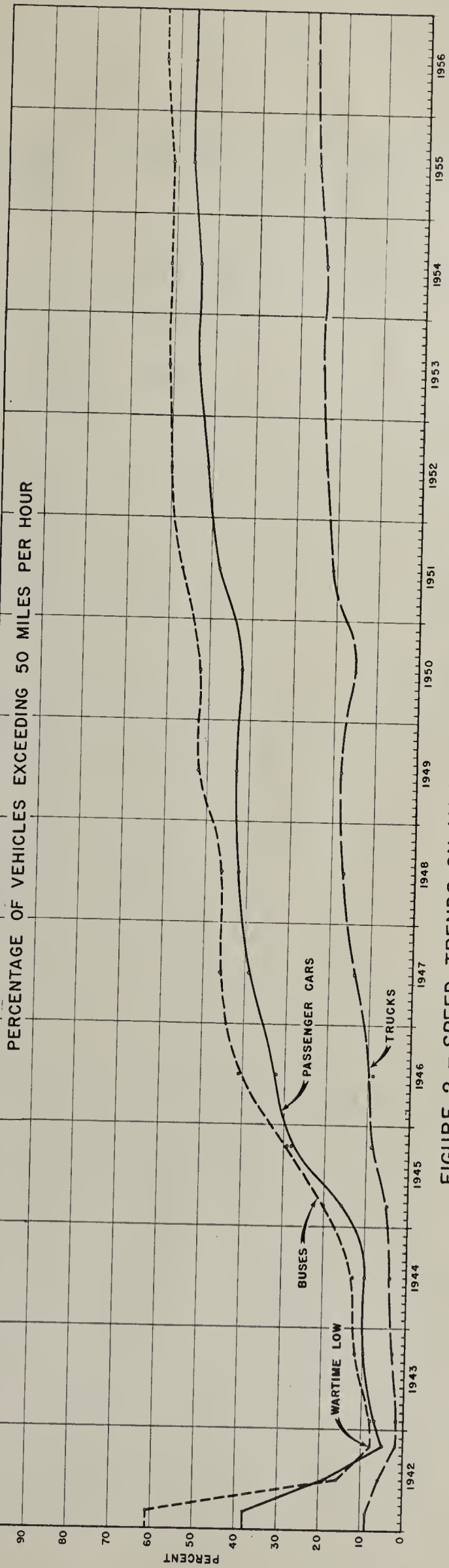
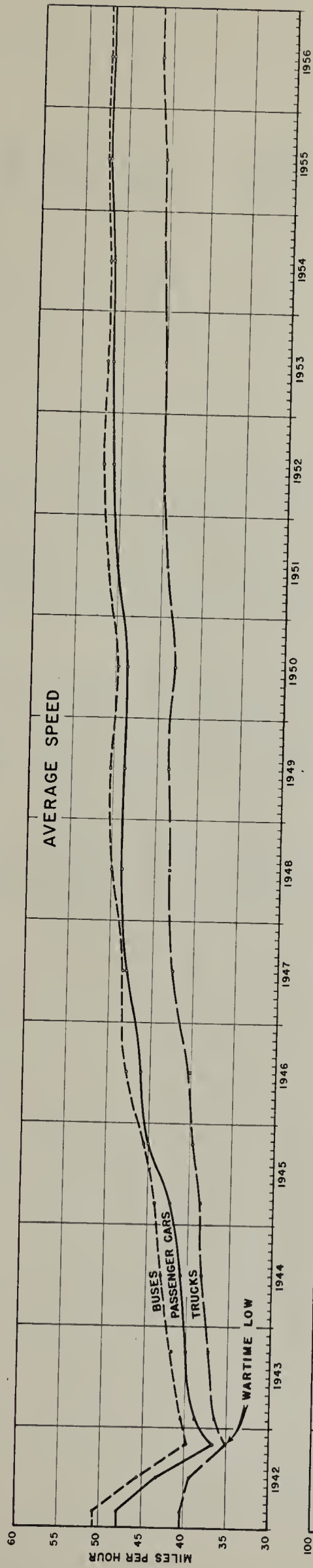
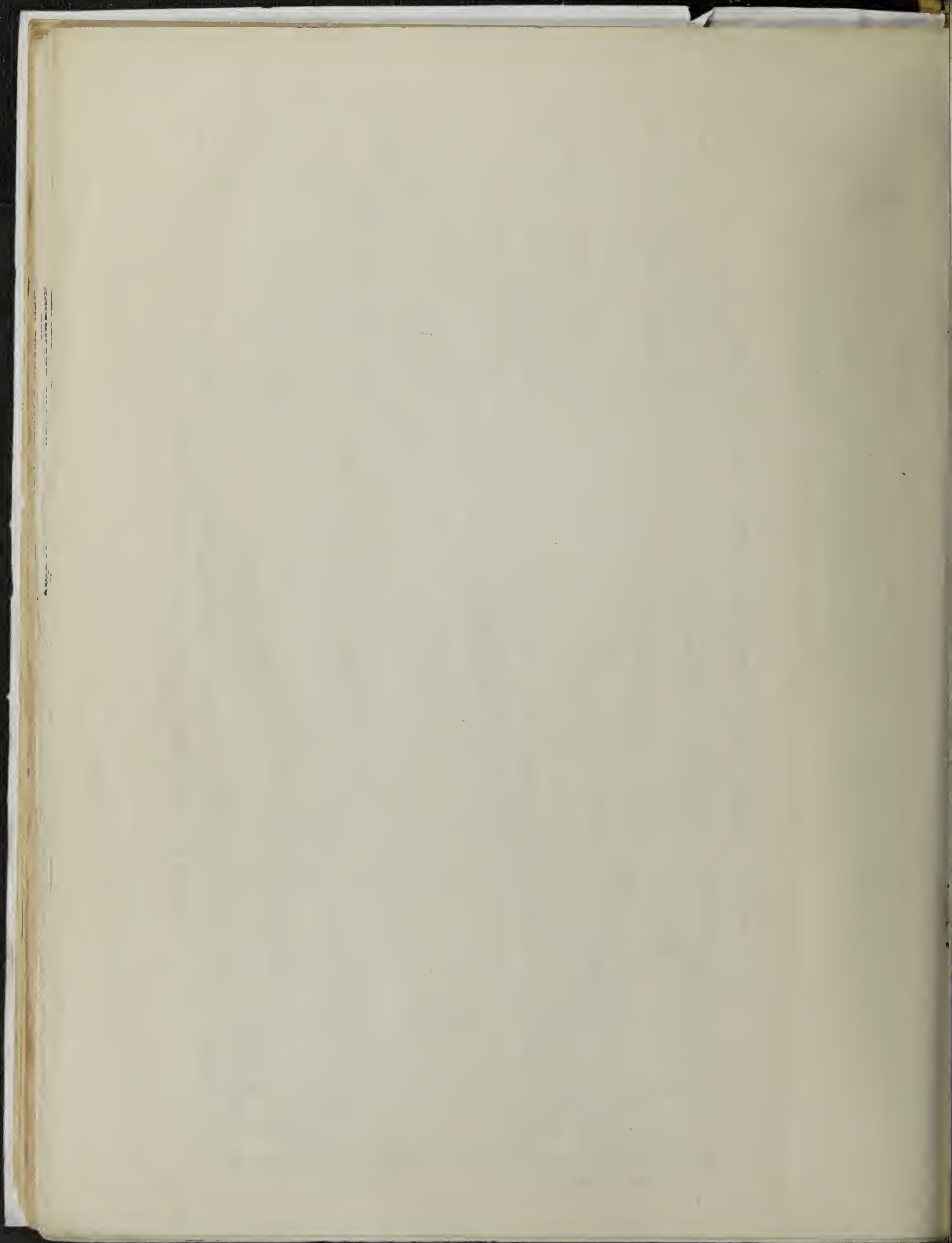


FIGURE 2. - SPEED TRENDS ON MAIN RURAL HIGHWAYS BY VEHICLE TYPE



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U. S. DEPARTMENT OF COMMERCE
Sinclair Weeks, Secretary

BUREAU OF PUBLIC ROADS
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TRAFFIC SPEED

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Twenty-four States have reported the results during 1957 on level tangent sections of main roads at relatively low traffic densities when most observations were made at speeds. The results, which include observations summarized in table 1, attached. Also attached is a table which includes additional data received for the period 1956 and 1957. Tables 1 and 2 show speed trends separated by regions.

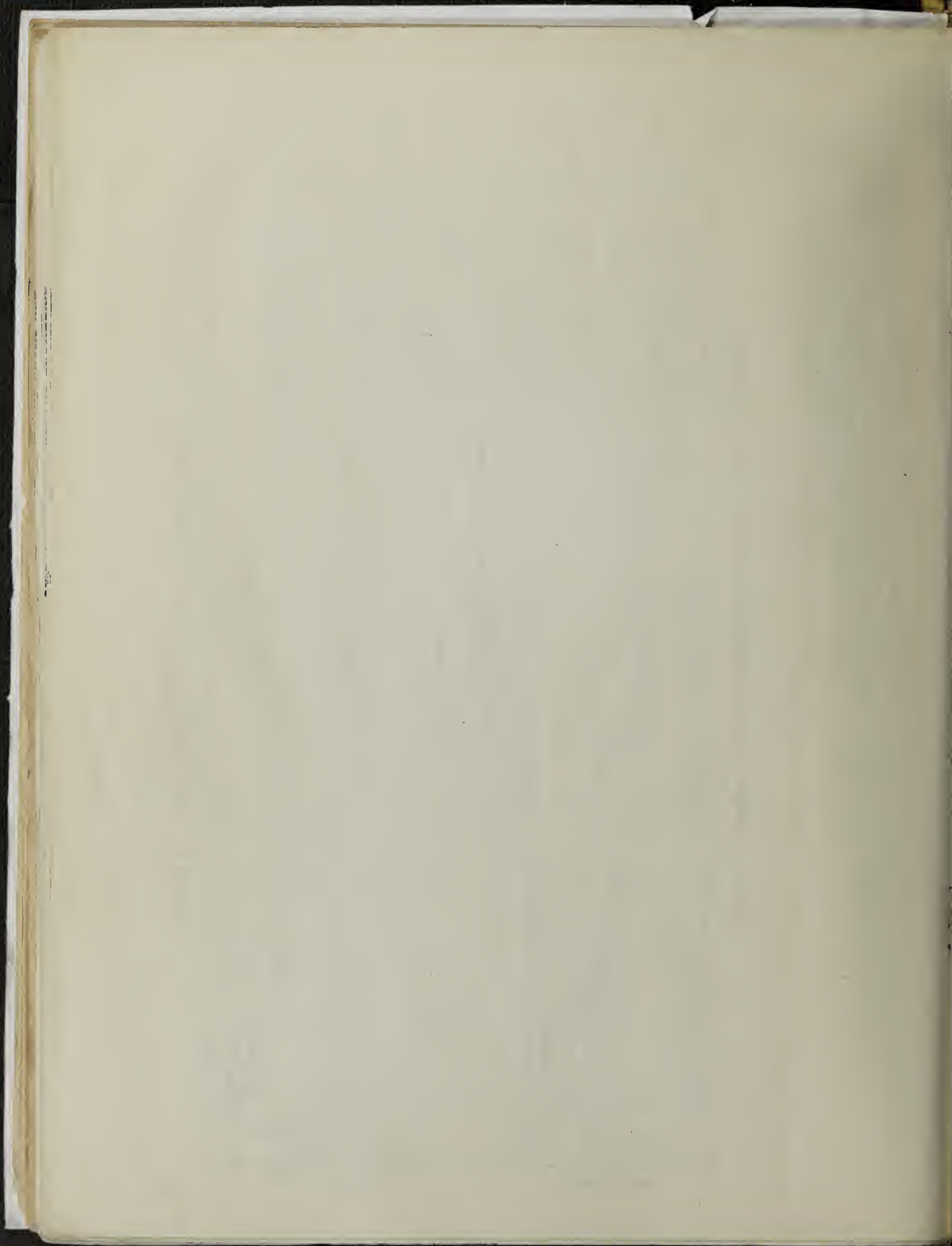
The average speed of 50.8 miles per hour was reported for 1957, an hour above the 1956 average, and was a record for passenger cars, trucks, and buses were 50.8, 48.8, and 46.8 respectively. This represents a slight increase in the speed of passenger cars while the speed of passenger cars was the same as in 1956.

Fifty-six percent of the passenger cars, 25 percent of the buses exceeded 50 miles per hour in 1957, compared with 48 percent of the passenger cars and 16 percent of the buses exceeded 60 miles per hour in 1956.

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U. S. DEPARTMENT OF COMMERCE
Sinclair Weeks, Secretary

TRAFFIC SPEED TRENDS

Washington, D. C.

March 1958

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Twenty-four States have reported the results of 638 speed studies conducted during 1957 on level tangent sections of main rural highways during periods of relatively low traffic densities when most drivers can travel at their desired speeds. The results, which include observations of 255,544 vehicles, are summarized in table 1, attached. Also attached is table 2, which has been revised to include additional data received for the period ending December 31, 1956. Figures 1 and 2 show speed trends separated by regions of the country and by vehicle type.

The average speed of 50.8 miles per hour for all vehicles was 0.2 mile per hour above the 1956 average, and was a record high. The average speeds for passenger cars, trucks, and buses were 52.0, 46.6, and 53.2 miles per hour, respectively. This represents a slight increase in speed for trucks and buses, while the speed of passenger cars was the same as during 1956.

Fifty-six percent of the passenger cars, 28 percent of the trucks, and 64 percent of the buses exceeded 50 miles per hour. Sixteen percent of the passenger cars and 16 percent of the buses exceeded 60 miles per hour.

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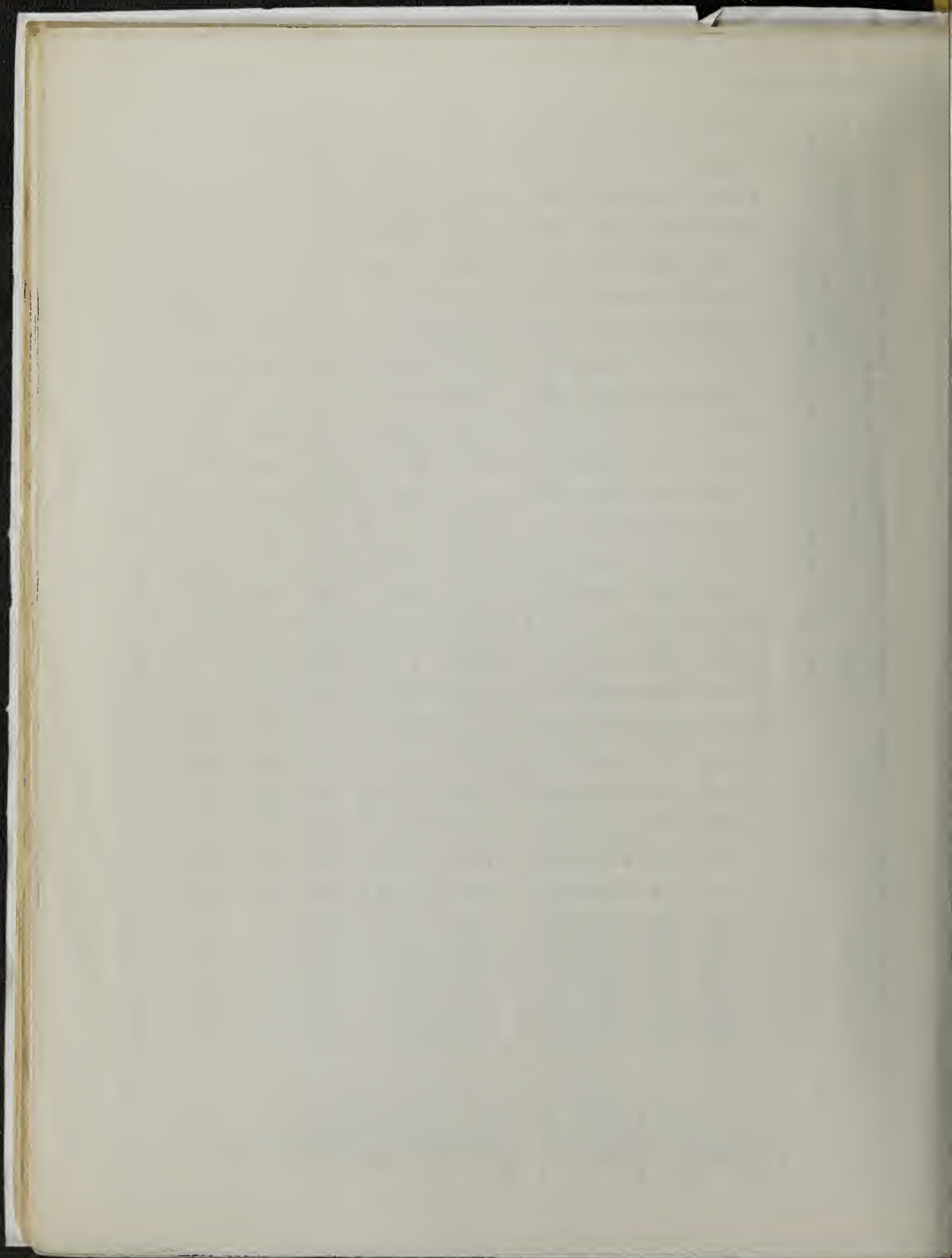
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Table 1.—AVERAGE SPEEDS AND PERCENTAGES OF VEHICLES TRAVELING IN EXCESS OF VARIOUS SPEEDS FOR THE PERIOD FROM JANUARY 1957 TO DECEMBER 1957

Region and State	Average speed			Speed exceeded						Percentage of vehicles															
				35 m.p.h.			40 m.p.h.			45 m.p.h.			50 m.p.h.			55 m.p.h.			60 m.p.h.						
	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	
Miles per hour																									
EASTERN REGIONS																									
New England:																									
Connecticut.....	45.3	46.4	42.6	45.2	94	94	87	98	72	77	63	81	46	53	31	45	22	28	10	9	8	11	3	0	0
Maine.....	44.8	45.0	43.8	45.4	92	93	90	89	77	79	78	72	46	48	40	50	22	23	20	35	8	8	6	20	12
New Hampshire.....	43.5	43.7	42.3	47.8	95	92	95	100	64	65	56	59	39	40	30	50	9	10	7	48	4	4	3	36	6
Middle Atlantic:																									
New Jersey.....	43.2	44.2	40.0	40.0	88	91	81	80	72	77	57	51	46	52	28	32	19	22	9	6	7	7	4	1	0
Pennsylvania.....	46.2	47.0	44.3	50.4	95	96	92	98	78	82	69	88	52	57	39	76	24	28	12	57	8	10	2	18	2
South Atlantic:																									
Georgia.....	49.9	51.4	46.2	49.6	97	98	88	100	88	92	76	76	75	82	56	72	46	54	22	40	26	31	11	28	5
North Carolina.....	49.3	50.4	45.4	54.4	98	99	97	78	89	93	84	59	72	78	56	48	42	49	24	35	15	18	7	15	4
South Carolina.....	49.5	50.4	46.8	56.1	96	97	93	100	87	89	80	100	71	74	58	96	43	47	31	87	22	24	12	61	4
Virginia (other).....	49.6	50.4	46.1	53.7	100	100	99	100	93	96	86	98	78	86	57	97	50	60	24	82	23	26	8	45	5
Average.....	46.8	47.6	44.2	49.2	95	96	91	94	80	83	72	76	58	63	44	63	31	36	18	44	13	15	6	25	4
CENTRAL AND WESTERN REGIONS																									
East North Central:																									
Indiana.....	55.0	56.9	47.4		100	100	97		99	100	87		90	96	67		77	88	35		55	66	13		5
Michigan.....	51.8	53.2	44.8	53.0	98	99	94	100	92	95	75	96	80	86	43	86	58	65	28	64	36	43	7	40	20
Wisconsin.....	51.7	53.6	44.4	52.1	99	100	97	100	93	96	82	98	78	88	39	86	60	72	16	60	37	46	4	45	5
West North Central:																									
Iowa.....	56.5	58.3	49.8		98	99	97		96	97	92		88	92	76		73	80	48		54	62	20		7
Kansas.....	56.7	58.3	51.2	62.0	100	100	100	100	99	99	97	100	94	96	84	100	81	88	57	95	59	68	26	89	67
Nebraska.....	50.2	50.6	47.1	60.2	98	99	100	100	92	93	91	100	79	80	80	100	56	59	13	100	27	29	2	0	0
South Dakota.....	55.0	55.6	51.3	58.6	100	100	99	100	97	97	94	100	90	91	82	100	74	77	55	100	49	53	27	76	32
West South Central:																									
Arkansas.....	46.3	47.9	43.6	47.8	91	93	88	84	77	82	68	67	56	65	44	66	32	40	20	46	15	20	6	29	9
Texas.....	51.4	52.5	47.2	55.8	99	100	97	100	93	96	84	98	84	89	64	96	54	61	27	75	19	20	11	37	18
Mountain:																									
Arizona.....	51.8	52.6	48.4	57.6	97	98	95	100	90	93	84	99	78	82	68	96	56	61	39	88	40	40	16	71	19
Montana.....	52.3	53.4	45.9	57.8	98	98	94	100	90	92	74	100	76	82	45	89	54	60	19	78	31	36	6	78	33
Nevada.....	60.8	61.7	57.4	61.6	100	100	100	100	98	98	97	100	93	94	90	100	72	76	59	100	60	64	48	50	34
New Mexico.....	58.0	59.5	52.1	57.0	99	100	97	100	97	99	89	97	94	97	82	91	80	88	56	80	68	77	38	66	43
Pacific:																									
Oregon.....	50.3	53.1	44.5		96	98	93		86	92	76		67	78	45		44	59	13		26	38	3		0
Washington.....	50.6	51.3	46.6	51.2	98	99	97	92	91	96	80	90	78	82	55	83	50	54	28	58	24	27	9	34	8
Average.....	53.2	54.6	48.1	56.2	98	99	96	98	93	95	85	95	82	86	64	91	61	68	34	79	40	46	16	51	24
ALL STATES																									
Average.....	50.8	52.0	46.6	53.2	97	98	94	96	88	91	80	87	73	78	57	79	50	56	28	64	30	34	12	40	16

Table 2.—AVERAGE SPEEDS AND PERCENTAGES OF VEHICLES TRAVELING IN EXCESS OF VARIOUS SPEEDS FOR THE PERIOD FROM JANUARY 1956 TO DECEMBER 1956 (Revised)

Region and State		Average speed										Speed exceeded																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
		35 m.p.h.					40 m.p.h.					45 m.p.h.					50 m.p.h.					55 m.p.h.					60 m.p.h.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
		All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
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New England:		46.0	47.1	42.4	43.4	93	95	87	92	74	78	58	62	49	55	30	33	26	31	9	11	11	15	2	7	3	4	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		



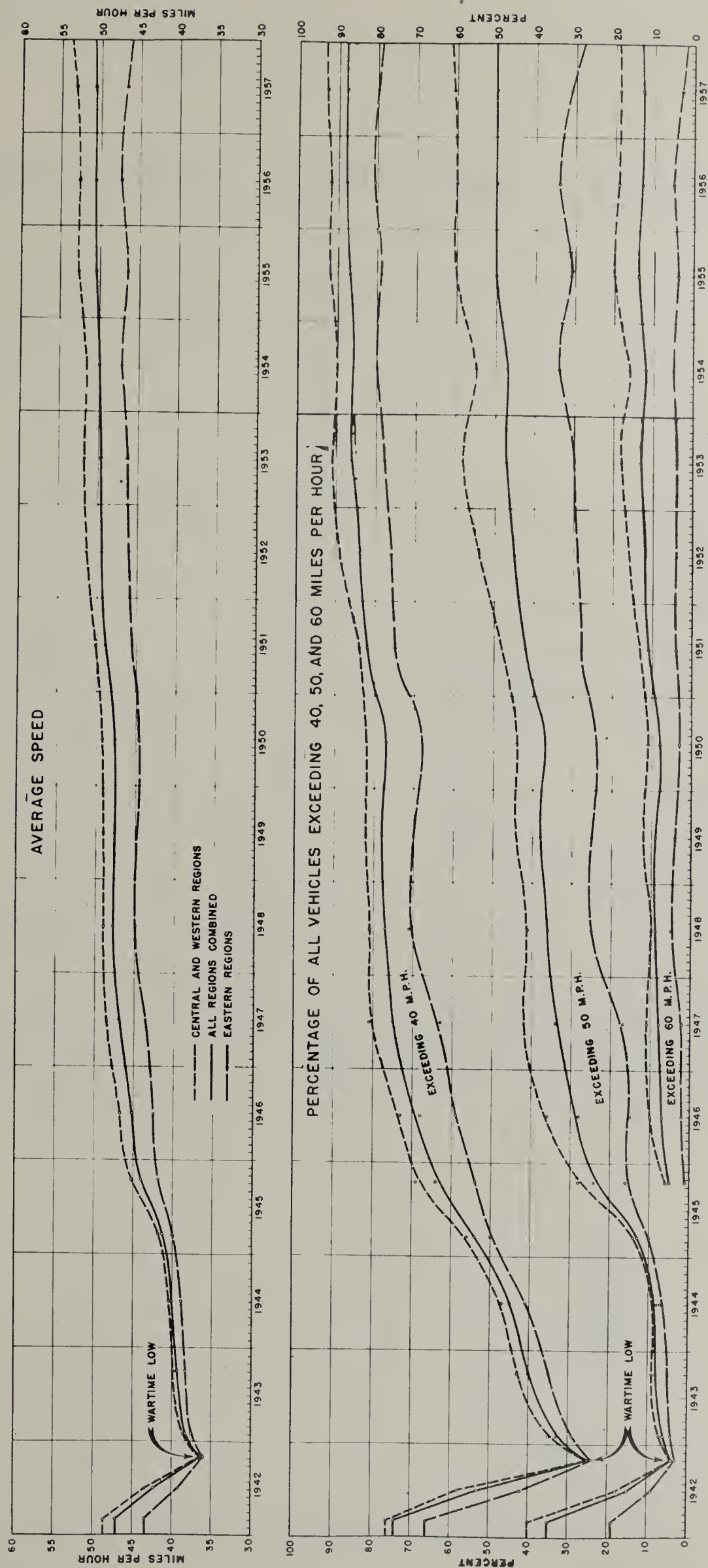


FIGURE 1. - SPEED TRENDS ON MAIN RURAL HIGHWAYS BY REGIONS

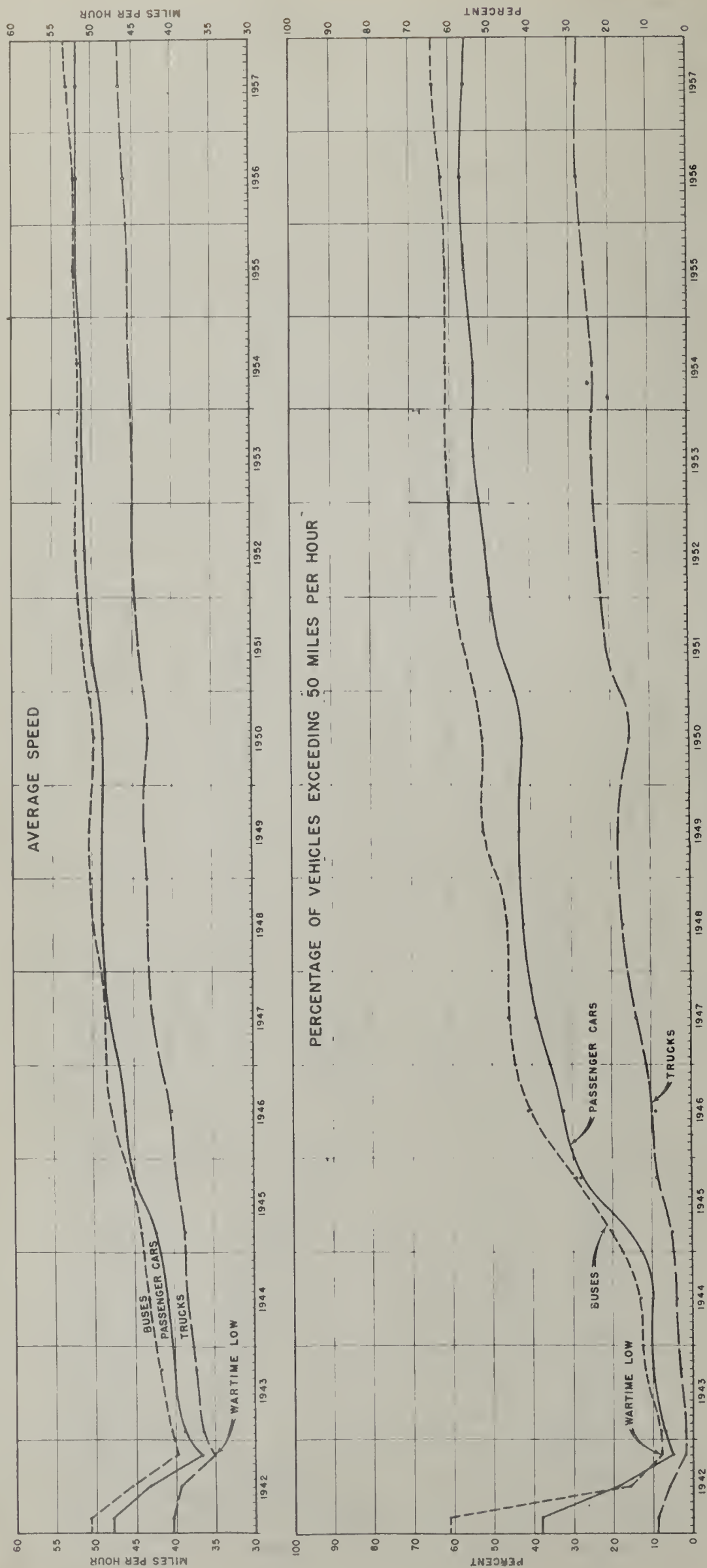


FIGURE 2. - SPEED TRENDS ON MAIN RURAL HIGHWAYS BY VEHICLE TYPE

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1959 U. S. DEPARTMENT OF COMMERCE
Lewis L. Strauss, Secretary

BUREAU OF PUBLIC ROADS
B. D. Tallamy, Administrator
Ellis L. Armstrong, Commissioner

TRAFFIC SPEED TRENDS

Washington, D. C.

March 1959

Twenty-eight States have reported the results of 838 speed studies conducted during 1958 on level tangent sections of main rural highways during periods of relatively low traffic densities when most drivers can travel at their desired speeds. The results, which include observations of 386,600 vehicles, are summarized in table 1, attached. Also attached is table 2, which has been revised to include additional data received for the period ending December 31, 1957. Figures 1 and 2 show speed trends separated by regions of the country and by vehicle type.

The average speed of 51.5 miles per hour for all vehicles was only 0.1 mile per hour above the 1957 average, but was a record high. The average speeds for passenger cars, trucks, and buses were 52.6, 47.1, and 53.2 miles per hour, respectively. This represents a slight increase in speed for trucks and buses, while the speed of passenger cars was the same as during 1957.

Sixty percent of the passenger cars, 31 percent of the trucks, and 67 percent of the buses exceeded 50 miles per hour. Eighteen percent of the passenger cars, 3 percent of trucks and 20 percent of buses exceeded 60 miles per hour.

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Table 1.—AVERAGE SPEEDS AND PERCENTAGES OF VEHICLES TRAVELING IN EXCESS OF VARIOUS SPEED FOR THE PERIOD FROM JANUARY 1958 TO DECEMBER 1958

Region and State	Average speed						Speed exceeded																					
	Miles per hour			35 m.p.h.			40 m.p.h.			45 m.p.h.			50 m.p.h.			55 m.p.h.			60 m.p.h.									
	All	P.C.	Tk.	Bus	All	P.C.	Tk.	Bus	All	P.C.	Tk.	Bus	All	P.C.	Tk.	Bus	All	P.C.	Tk.	Bus	All	P.C.	Tk.	Bus				
	Percentage of vehicles																											
EASTERN REGIONS																												
New England:																												
Connecticut.....	49.0	49.0	45.4	49.8	95	96	90	93	82	86	71	89	64	70	48	65	44	50	25	48	22	28	9	29	7	10	2	12
Maine.....	45.4	45.6	44.2	48.4	94	94	90	96	79	80	74	89	52	54	46	72	24	25	20	42	8	6	2	12	0	0	0	2
New Hampshire.....	44.0	43.8	43.1	49.8	94	94	93	100	64	64	64	92	40	40	40	80	10	10	11	46	5	4	2	37	0	0	0	6
Middle Atlantic:																												
New Jersey.....	45.4	46.3	41.6	42.4	94	96	88	85	81	85	70	63	57	61	39	39	29	33	11	23	11	13	2	12	5	5	0	0
New York.....	48.5	48.5	48.0	52.1	97	98	96	92	87	88	84	88	64	65	63	81	35	35	34	69	12	13	11	36	3	4	2	9
Pennsylvania.....	47.4	48.2	45.2	51.6	96	97	94	98	81	84	73	90	57	62	44	81	30	35	18	67	10	14	20	33	2	4	0	6
South Atlantic:																												
Georgia.....	49.0	50.6	45.4	51.0	97	99	88	96	86	92	72	85	73	80	50	80	40	48	19	58	23	26	8	38	4	5	1	6
North Carolina.....	49.8	50.6	47.6	47.1	99	99	99	81	90	92	85	67	75	79	64	55	44	50	30	48	18	21	11	26	3	3	1	7
South Carolina.....	54.9	55.7	51.5	63.6	99	100	98	100	97	98	92	100	90	93	82	100	73	77	56	100	45	49	27	95	20	22	7	71
Virginia.....	49.1	50.8	44.8	53.4	98	99	99	100	89	94	82	97	70	80	46	78	41	52	10	46	15	20	2	10	4	6	0	0
Average.....	48.2	48.9	45.7	50.9	96	97	94	94	84	86	77	86	64	68	52	73	37	42	23	55	17	19	9	33	5	6	1	12
CENTRAL AND WESTERN REGIONS																												
East North Central:																												
Indiana.....	54.8	56.5	48.5		99	100	97		96	98	87		89	94	72	84	75	83	43		53	62	17		30	36	7	10
Michigan.....	54.2	55.5	47.4	52.4	99	100	98	100	96	98	90	98	87	91	67	79	70	76	33	70	46	53	10	35	25	29	2	2
Wisconsin.....	53.8	55.6	47.2	50.9	99	100	98	100	96	97	90	100	85	91	64	79	67	78	29	47	46	56	10	37	23	29	2	5
East South Central:																												
Mississippi.....	49.6	51.2	45.3	49.1	93	95	87	91	80	85	66	75	61	69	38	58	36	44	15	38	18	23	5	22	6	7	1	6
West North Central:																												
Iowa.....	56.5	58.6	49.8		99	99	98		96	97	91		86	90	74		72	80	48		52	62	22		35	44	9	
Kansas.....	53.2	55.1	47.7	55.5	98	99	98	100	95	97	90	97	84	90	66	88	66	76	34	88	41	51	12	62	19	25	3	21
Nebraska.....	52.3	53.1	46.2	54.0	100	100	99	100	96	96	91	100	86	88	68	100	68	72	35	100	40	44	12	100	16	18	2	50
South Dakota.....	53.3	53.8	50.0	56.2	100	100	99	100	97	97	94	100	87	89	74	100	66	69	44	92	36	38	21	46	12	13	6	8
West South Central:																												
Arkansas.....	48.6	50.7	44.2	49.0	94	97	90	81	84	90	72	75	70	79	48	68	42	54	21	51	23	31	5	39	7	10	1	24
Oklahoma.....	57.3	59.1	50.8	57.6	99	99	97	98	96	97	91	95	89	92	78	86	74	81	46	72	63	72	25	70	38	47	5	28
Texas.....	53.4	54.7	48.9	57.5	99	99	97	99	94	96	85	97	87	92	72	95	62	69	36	84	43	49	20	68	13	15	3	28
Mountain:																												
Arizona.....	52.8	54.3	49.3	58.0	98	98	94	100	91	93	82	100	80	82	68	96	57	61	40	86	33	38	18	74	10	13	5	34
Montana.....	54.5	56.5	47.2	59.5	98	100	95	100	94	97	81	100	86	92	61	100	68	78	28	95	47	56	10	82	48	29	3	34
Nevada.....	54.2	55.8	49.2	61.5	97	98	95	100	94	96	90	100	86	91	73	100	76	82	56	100	51	58	24	100	34	40	13	67
Utah.....	49.8	50.7	46.0	55.4	96	98	89	100	88	90	74	100	74	77	56	96	51	53	30	89	27	32	13	64	10	12	3	28
Wyoming.....	57.7	58.0	50.9		99	99	97		98	98	91		94	94	80		85	85	54		56	56	18		37	37	1	
Pacific:																												
Oregon.....	52.2	53.6	46.3		98	100	96		93	97	85		80	89	60		53	70	19		32	45	4		17	25	0	6
Washington.....	50.2	51.2	46.2	52.0	98	99	94	100	92	94	82	95	79	83	58	83	46	52	21	59	22	25	8	40	4	6	1	
Average.....	53.2	54.7	47.8	54.9	98	99	95	98	93	95	85	95	83	87	65	88	63	70	35	76	40	47	14	60	21	24	4	25
ALL STATES																												
Average.....	51.5	52.6	47.1	53.2	97	98	95	96	90	92	82	91	76	81	61	82	54	60	31	67	32	37	12	49	15	18	3	20

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TRAFFIC SPEED TRENDS

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Table 2.—AVERAGE SPEEDS AND PERCENTAGES OF VEHICLES TRAVELING IN EXCESS OF VARIOUS SPEEDS FOR THE PERIOD FROM JANUARY 1957 TO DECEMBER 1957 (REVISED)

Region and State	Average speed																											
	35 m.p.h.			40 m.p.h.			45 m.p.h.			50 m.p.h.			55 m.p.h.			60 m.p.h.												
	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus								
	Percentage of vehicles																											
	Speed exceeded																											
EASTERN REGIONS																												
New England:																												
Connecticut.....	45.3	46.4	42.6	45.2	94	94	87	98	72	77	63	81	46	53	31	45	22	28	10	9	8	11	3	0	2	3	1	0
Maine.....	44.8	45.0	43.8	45.4	92	93	90	89	77	79	78	72	46	48	40	50	22	23	20	35	8	8	6	20	1	2	0	12
New Hampshire.....	43.5	43.7	42.3	47.8	95	92	95	100	64	65	56	59	39	40	30	50	9	10	7	48	4	4	3	36	1	1	1	6
Middle Atlantic:																												
New Jersey.....	44.4	45.4	40.8	40.0	93	95	85	78	79	84	64	54	52	59	32	35	22	26	10	6	8	9	4	6	2	2	0	0
New York.....	46.9	46.8	47.0	52.2	93	93	91	97	82	82	81	95	57	56	61	90	29	29	20	63	9	9	11	18	3	3	2	7
Pennsylvania.....	46.2	47.0	44.3	50.4	95	96	92	98	78	82	69	88	52	57	39	76	24	28	12	57	8	10	2	18	2	2	0	2
South Atlantic:																												
Georgia.....	49.9	51.4	46.2	49.6	97	98	88	100	88	92	76	76	75	82	56	72	46	54	22	40	26	31	11	28	6	7	1	5
North Carolina.....	49.3	50.4	45.4	54.4	98	99	97	78	89	93	84	59	72	78	56	48	42	49	24	35	15	18	7	15	2	3	1	4
South Carolina.....	49.5	50.4	46.8	56.1	96	97	93	100	87	89	80	100	71	74	58	96	43	47	31	87	22	24	12	61	7	9	3	4
Virginia.....	49.6	50.4	46.1	53.7	100	100	99	100	93	96	86	98	78	86	57	97	50	60	24	82	23	26	8	45	6	8	1	5
Average.....	46.9	47.7	44.5	49.5	95	96	92	94	81	84	74	78	59	63	46	66	31	35	18	46	13	15	7	25	3	4	1	4
CENTRAL AND WESTERN REGIONS																												
East North Central:																												
Indiana.....	55.0	56.9	47.4	53.0	100	100	97	100	99	100	87	96	90	96	67	76	77	88	35	64	55	66	13	40	31	38	5	20
Michigan.....	51.8	53.2	44.8	52.1	99	99	94	100	92	95	75	96	80	86	43	84	58	65	28	64	36	43	7	40	15	18	1	5
Wisconsin.....	51.7	53.6	44.4		100	100	97	100	93	96	82	98	78	88	39	86	60	72	16	60	37	46	4	45	13	17	1	
West North Central:																												
Iowa.....	56.5	58.3	49.8		98	99	97	100	96	97	92	100	88	92	76	73	80	48	48	95	54	62	20	89	36	44	7	67
Kansas.....	56.7	58.3	51.2	62.0	100	100	100	100	99	99	97	100	94	96	84	100	81	88	57	95	59	68	26	89	34	42	7	
Minnesota.....	55.5	56.7	49.6		100	100	98	99	97	98	93	97	91	94	78	76	82	46	46	62	72	84	13	24	24	28	2	
Missouri.....	57.3	59.3	50.6	53.4	100	100	99	99	97	98	94	97	90	94	78	85	75	83	49	62	57	67	25	45	36	44	11	16
Nebraska.....	51.6	52.6	47.4	56.8	99	99	100	100	93	94	93	100	80	82	76	100	56	60	24	100	28	32	6	0	9	11	1	0
South Dakota.....	55.0	55.6	51.3	58.6	100	100	99	100	97	97	94	100	90	91	82	100	74	77	55	100	49	53	27	76	21	24	8	32
West South Central:																												
Arkansas.....	46.3	47.9	43.6	47.8	91	93	88	84	77	82	68	67	56	65	44	66	32	40	20	46	15	20	6	29	5	6	1	9
Texas.....	51.4	52.5	47.2	55.8	99	100	97	100	93	96	84	98	84	89	64	96	54	61	27	75	19	20	11	37	6	7	1	18
Mountain:																												
Arizona.....	51.8	52.6	48.4	57.6	97	98	95	100	90	93	84	99	78	82	68	96	56	61	39	88	40	40	16	71	16	18	6	19
Montana.....	52.3	53.4	45.9	57.8	98	98	94	100	90	92	74	100	76	82	45	89	54	60	19	78	31	36	6	78	12	14	1	33
Nevada.....	60.8	61.7	57.4	61.6	100	100	100	100	98	98	97	100	93	94	90	100	72	76	59	100	60	64	48	50	37	40	20	34
New Mexico.....	58.0	59.5	52.1	57.0	99	100	97	100	97	99	89	97	94	97	82	91	80	88	56	80	68	77	38	66	36	42	12	43
Utah.....	49.4	50.8	45.0	43.9	96	98	90	88	86	88	76	80	71	76	55	61	49	54	29	18	27	31	11	18	13	16	3	4
Wyoming.....	58.1	58.7	50.0		99	98	95	95	97	97	89	92	92	92	65	80	81	40	40	55	60	15	15	30	30	30	3	
Pacific:																												
Oregon.....	51.5	54.8	45.2		98	100	95	95	91	96	82		74	86	50		50	68	14		30	44	3	34	16	24	1	8
Washington.....	50.6	51.3	46.6	51.2	98	99	97	92	91	96	80	90	78	82	55	83	50	54	28	58	24	27	9		6	7	1	
Average.....	53.8	55.1	48.3	54.9	98	99	96	97	93	95	86	94	83	88	65	88	64	70	36	73	43	49	16	48	21	25	5	22
ALL STATES																												
Average.....	51.4	52.6	47.0	52.6	97	98	95	96	89	91	82	88	75	79	59	79	52	58	30	62	33	38	13	38	15	18	4	15

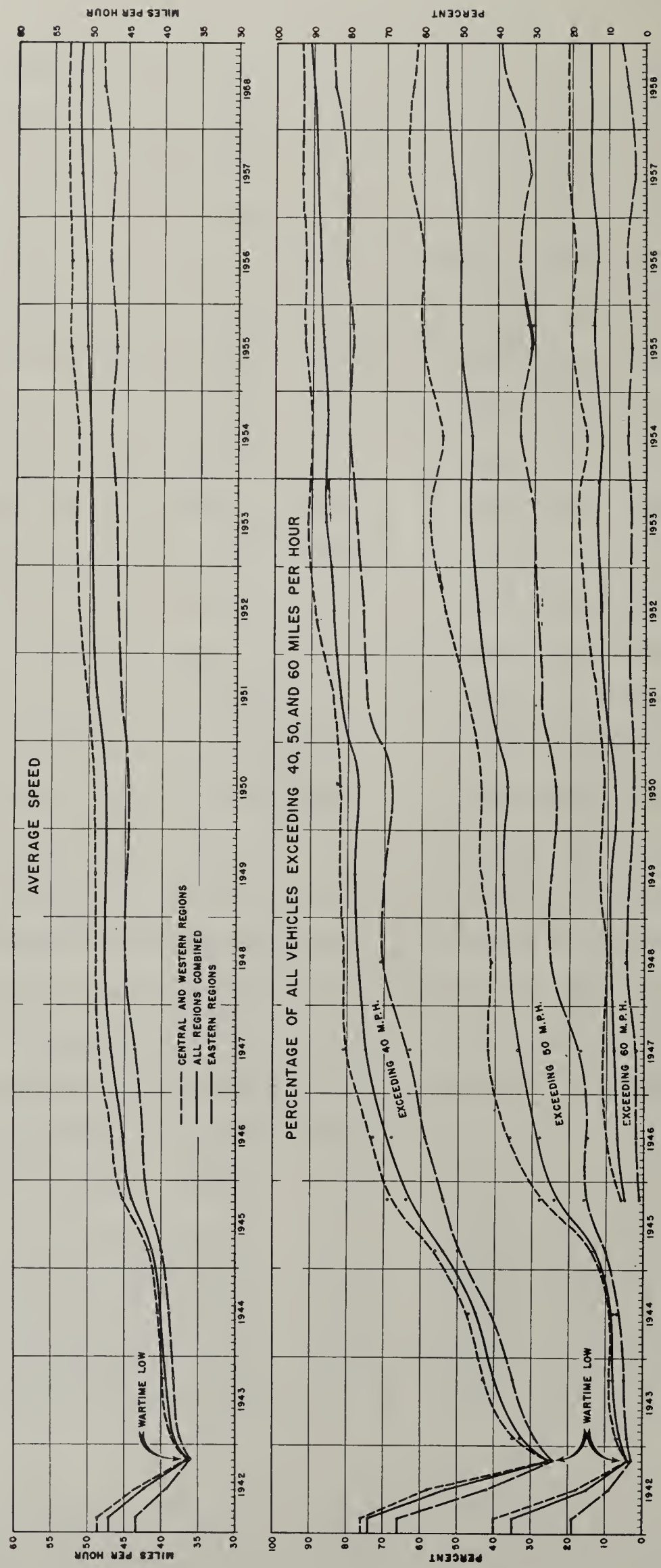


FIGURE 1.—SPEED TRENDS ON MAIN RURAL HIGHWAYS BY REGIONS

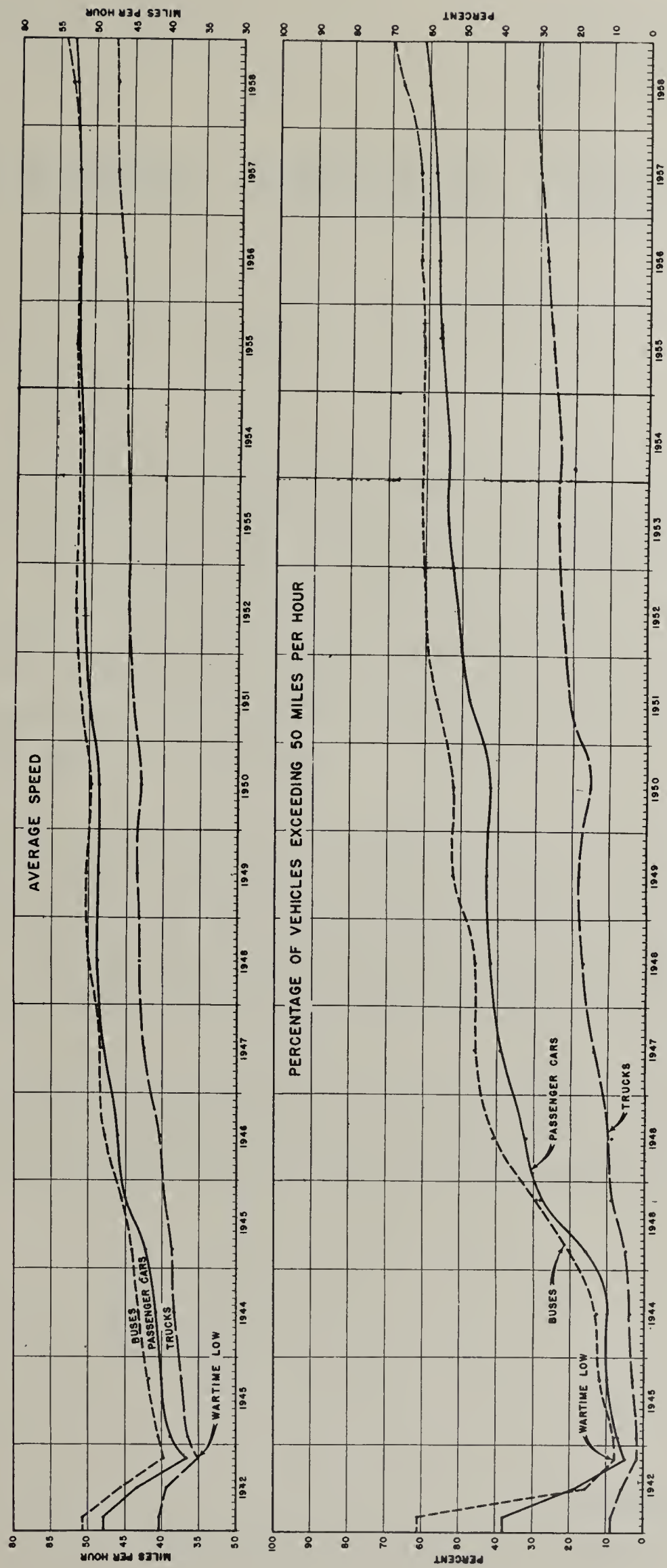


FIGURE 2. - SPEED TRENDS ON MAIN RURAL HIGHWAYS BY VEHICLE TYPE

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TRAFFIC SPEED TRENDS

Washington, D. C.

March 1960

Twenty-nine States have reported the results of 902 speed studies conducted during 1959 on level tangent sections of main rural highways during periods of relatively low traffic densities when most drivers can travel their desired speeds. The results, which include observations of 391,098 vehicles, are summarized in table 1, attached. Also attached is table 2 which revises table 1 of the Traffic Speed Trends, March 1959, by including additional data received for the period ending December 31, 1958. Figures 1 and 2 show speed trends separated by regions of the country and by vehicle type.

The average speed of 51.9 miles per hour for all vehicles was only 0.2 mile per hour above the 1958 revised average but was a record high. The average speeds for passenger cars, trucks, and buses were 53.2, 47.2, and 53.5 miles per hour, respectively. This represents a slight increase in speed for passenger cars, while the speed of trucks and buses were 0.1 mile per hour less than during 1958.

Sixty-two percent of the passenger cars, 32 percent of the trucks, and 70 percent of the buses exceeded 50 miles per hour. Twenty-one percent of the passenger cars, 4 percent of trucks and 21 percent of buses exceeded 60 miles per hour.

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Table 1.—AVERAGE SPEEDS AND PERCENTAGES OF VEHICLES TRAVELING IN EXCESS OF VARIOUS SPEEDS FOR THE PERIOD FROM JANUARY 1959 TO DECEMBER 1959

Region and State	Average speed					40 m.p.h.					45 m.p.h.					50 m.p.h.					55 m.p.h.					60 m.p.h.									
	Miles per hour					TK.					P.C.					TK.					P.C.					TK.					P.C.				
	All	P.C.	TK.	8us	Bus	All	P.C.	TK.	8us	Bus	All	P.C.	TK.	8us	Bus	All	P.C.	TK.	8us	Bus	All	P.C.	TK.	8us	Bus	All	P.C.	TK.	8us	Bus					
	Percentage of vehicles																																		
EASTERN REGIONS																																			
NEW ENGLAND:	50.4	51.3	47.3	51.4	96	97	94	99	85	87	76	86	68	72	56	60	51	56	36	53	30	37	17	46	11	17	4	14							
Connecticut.....	45.2	45.2	45.0	50.6	92	93	92	97	78	78	78	96	52	52	50	81	26	25	24	60	10	10	10	23	3	3	2	15							
Maine.....	44.6	44.8	43.5	47.4	94	94	94	100	67	68	60	75	47	48	40	40	15	16	11	20	7	7	4	8	2	0	8								
New Hampshire.....	41.9	42.3	39.1	41.2	84	86	75	71	65	67	54	56	29	31	15	27	14	15	5	18	7	7	1	8	4	0	0								
MIDDLE ATLANTIC:	48.2	48.1	48.8	55.9	95	95	95	100	81	80	86	100	60	60	65	99	36	36	39	85	15	15	14	60	5	5	4	33							
New Jersey.....	46.4	47.4	44.0	51.9	94	96	89	99	78	82	68	88	53	58	40	82	24	30	15	74	8	10	3	32	2	3	0	3							
New York.....	47.8	49.5	44.4	51.8	94	95	82	94	82	88	68	88	65	74	44	86	32	40	16	49	16	20	6	37	3	4	0	5							
Pennsylvania.....	55.2	56.0	53.2	42.4	98	98	97	60	95	96	92	46	88	90	80	41	75	80	62	38	52	57	42	29	13	15	10	2							
SOUTH ATLANTIC:	49.0	50.8	43.8	53.3	98	99	95	99	92	96	79	98	71	84	42	93	49	64	14	69	23	31	4	39	7	10	0	8							
Georgia.....	47.6	48.4	45.4	49.5	94	95	90	91	80	82	73	81	59	63	48	68	36	40	25	52	19	22	11	31	6	7	2	10							
North Carolina.....	CENTRAL AND WESTERN REGIONS																																		
Virginia.....																																			
Average.....																																			
EAST NORTH CENTRAL:	54.9	57.1	47.9	54.6	99	100	90	100	96	98	90	98	88	94	70	86	75	86	41	73	54	66	14	54	32	40	5	28							
Indiana.....	53.1	54.4	47.0	54.0	99	100	98	100	96	98	90	98	85	90	64	86	66	73	29	77	40	47	7	54	19	22	1	23							
Michigan.....	55.2	57.2	44.0	54.0	100	100	99	100	97	98	94	94	90	94	70	86	74	84	28	77	54	69	6	51	24	44	2								
Wisconsin.....	46.8	48.6	41.9	47.2	86	90	75	81	66	75	44	71	49	58	25	58	24	31	7	29	13	17	3	13	4	5	0	2							
MISSISSIPPI.....	50.9	52.3	47.4	54.6	96	97	95	100	91	92	86	100	75	80	62	86	53	61	33	75	27	35	8	8	13	18	2	28							
WEST NORTH CENTRAL:	51.0	52.3	46.2	51.6	98	99	96	100	94	96	86	100	79	85	58	86	57	65	28	75	28	34	7	46	11	14	2	38							
Iowa.....	52.3	53.3	45.2	51.6	99	99	99	100	94	95	94	100	84	87	68	100	66	72	24	100	41	47	6	38	17	19	1								
Kansas.....	54.8	56.5	48.4	54.9	98	99	96	100	93	95	86	100	84	90	70	86	67	75	35	87	50	58	21	42	26	32	6	8							
Nebraska.....	54.4	55.0	50.9	54.9	100	100	100	100	98	98	96	100	88	90	78	100	68	71	49	87	44	47	25	42	20	22	8								
North Dakota.....	50.2	52.3	46.1	51.3	96	98	93	97	88	93	80	89	76	84	63	81	50	62	28	61	31	40	13	36	10	14	3	14							
South Dakota.....	54.0	55.7	47.9	58.6	99	99	98	99	93	94	88	99	84	88	71	99	59	68	25	96	46	56	9	89	21	26	2	11							
WEST SOUTH CENTRAL:	54.8	56.2	50.3	60.7	99	100	98	98	95	97	89	98	90	94	78	98	70	77	46	93	50	57	25	84	18	22	6	52							
Arkansas.....	55.3	55.1	49.8	58.6	97	98	97	99	93	95	89	96	84	86	79	91	62	68	46	90	39	44	37	62	15	17	8	25							
LOUISIANA.....	56.1	56.8	51.1	60.4	99	100	97	100	98	98	92	100	92	94	79	100	77	80	54	100	55	59	26	83	27	29	7	50							
TEXAS.....	55.0	57.2	48.8	55.2	99	100	97	100	94	98	85	100	88	94	72	100	67	80	32	60	47	58	10	40	24	31	5	20							
MOUNTAIN:	59.0	61.2	52.8	62.7	98	99	95	100	96	98	95	100	93	95	85	100	83	88	68	100	67	75	45	100	47	55	24	100							
ARIZONA.....	58.0	59.5	50.5	59.0	99	99	98	100	98	99	94	100	94	97	84	100	81	89	47	100	66	75	24	86	38	45	8	28							
COLORADO.....	57.2	58.1	49.0	58.1	98	98	94	94	96	97	86	96	92	93	68	81	78	81	39	81	56	61	20	86	34	38	6	.....						
NEW MEXICO.....	54.6	58.3	47.2	54.8	99	100	98	98	96	99	91	91	85	94	67	83	63	83	23	82	44	64	4	61	27	40	0	.....						
UTAH.....	49.5	50.0	46.0	54.8	97	98	94	94	91	92	79	92	74	76	56	92	44	47	26	82	19	21	5	4	4	0	0	6							
PACIFIC:	53.8	55.4	47.9	55.8	98	99	95	98	93	95	87	96	84	88	68	91	64	72	35	81	44	52	16	58	22	27	5	28							
OREGON.....	ALL STATES																																		
WASHINGTON.....	51.9	53.2	47.2	53.5	96	97	94	95	89	91	82	90	76	80	62	83	55	62	32	70	36	42	14	48	16	21	4	21							
Average.....																																			

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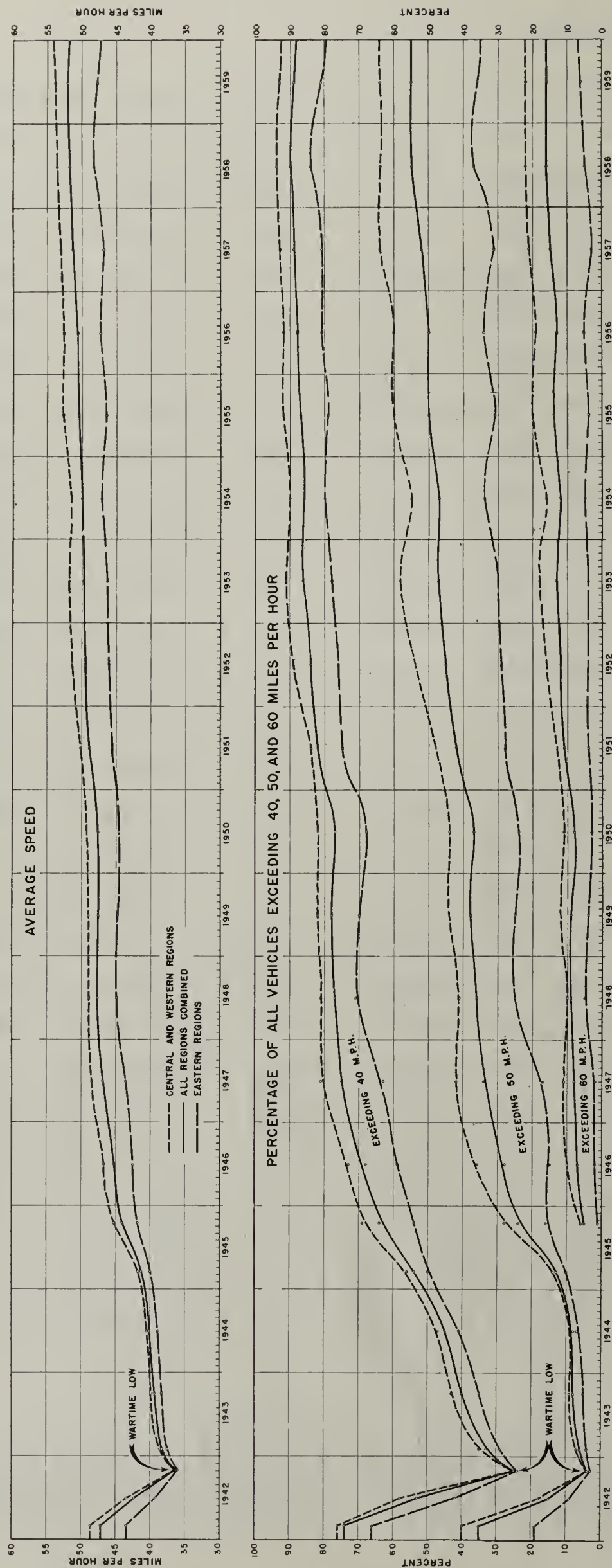


FIGURE 1.-SPEED TRENDS ON MAIN RURAL HIGHWAYS BY REGIONS

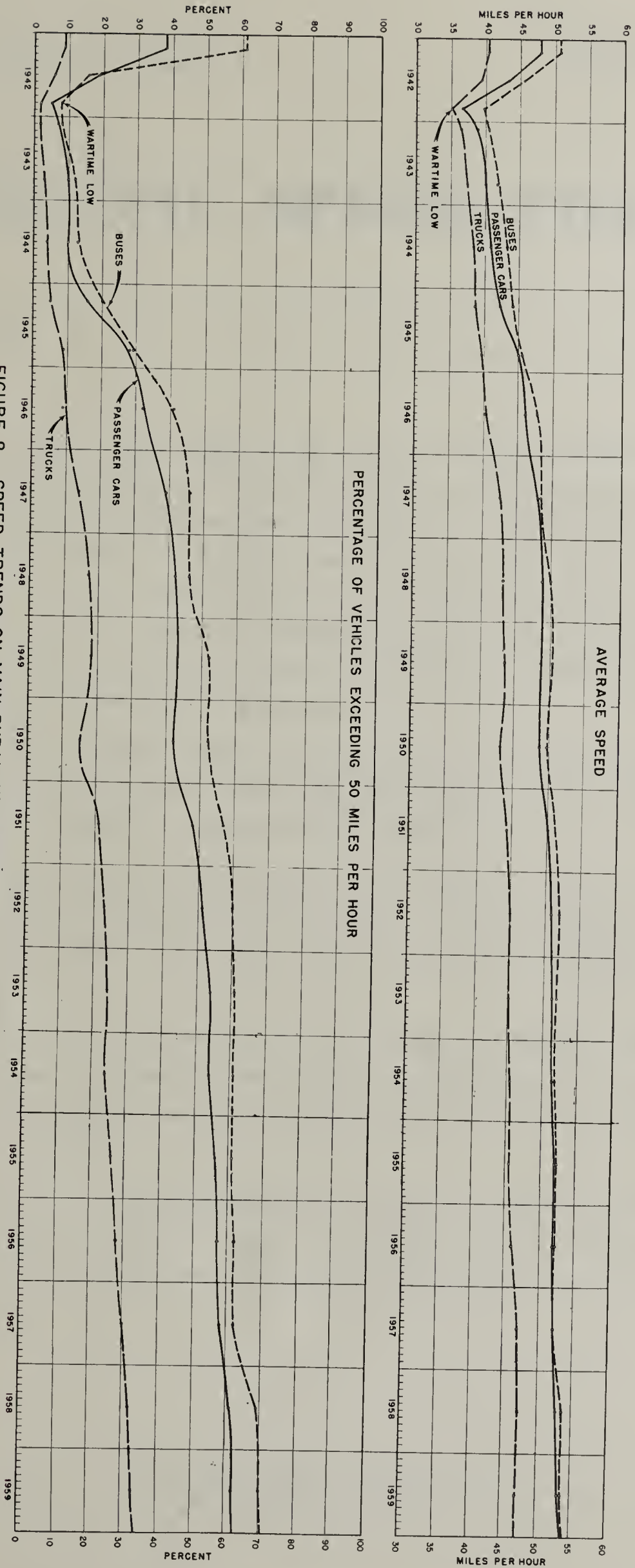


FIGURE 2. - SPEED TRENDS ON MAIN RURAL HIGHWAYS BY VEHICLE TYPE

14.862
In 3t
1961

U. S. DEPARTMENT OF COMMERCE
Luther H. Hodges, Secretary

BUREAU OF PUBLIC ROADS
Rex M. Whitton, Administrator

TRAFFIC SPEED TRENDS

Washington, D. C.

March 1962

Thirty States have reported the results of 981 speed studies conducted during 1961 on level tangent sections of main rural highways during periods of relatively low traffic densities when most drivers can travel their desired speeds. The results, which include observations of 485,857 vehicles, are summarized in table 1, enclosed. Also enclosed is table 2 which revises table 1 of the Traffic Speed Trends, March 1961, by including additional data received for the period ending December 31, 1960. Figures 1 and 2 show speed trends separately by regions of the country and by vehicle type.

The average speed of 52.6 miles per hour for all vehicles is the same as the 1960 revised average. The average speeds for passenger cars, trucks, and buses were 53.7, 48.2 and 54.9 miles per hour, respectively.

Sixty-six percent of the passenger cars, 38 percent of the trucks, and 69 percent of the buses exceeded 50 miles per hour. Twenty-one percent of the passenger cars, 4 percent of the trucks, and 29 percent of the buses exceeded 60 miles per hour.

Table 3 includes speed data, on various types of highways. Some individual study sites are included in more than one classification. The data reported on free-flowing highways in urban and suburban areas and on secondary or county roads are included.

There is need for additional studies on the type highways shown in table 3 to provide better national coverage. Those States who are presently studying primary rural highways only are urged to include other types of facilities where practicable.

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Region and State	Speed exceeded																																																	
	Average speed						35 m.p.h.						40 m.p.h.						45 m.p.h.						50 m.p.h.						55 m.p.h.						60 m.p.h.													
	All	P.C.	Tk.	Bus	All	P.C.	Tk.	Bus	All	P.C.	Tk.	Bus	All	P.C.	Tk.	Bus	All	P.C.	Tk.	Bus	All	P.C.	Tk.	Bus	All	P.C.	Tk.	Bus	All	P.C.	Tk.	Bus																		
	Miles per hour																																Percentage of vehicles																	

EASTERN REGIONS																														
NEW ENGLAND:	51.4	52.0	49.1	53.1	99	99	99	99	99	92	93	89	91	76	78	67	78	54	58	40	59	31	34	21	47	11	12	4	32	
Connecticut.....	51.6	51.8	49.5	51.6	97	97	98	98	98	91	90	90	91	77	78	74	79	56	58	47	53	29	32	12	12	13	14	4	34	
Maine.....	50.4	50.7	49.0	56.6	98	98	98	98	98	100	84	76	100	71	72	62	66	44	44	30	55	32	32	19	50	12	12	6	43	
New Hampshire.....																														
MIDDLE ATLANTIC:																														
New Jersey.....	45.4	45.8	43.1	42.6	99	94	99	94	95	89	92	78	49	51	54	34	31	24	25	12	19	4	4	1	5	1	1	0	2	
New York.....	51.0	51.5	48.2	56.0	98	96	98	96	100	92	93	86	100	80	82	70	96	51	53	33	74	30	31	15	58	8	8	2	16	
Pennsylvania.....	45.5	46.6	42.6	47.3	88	82	91	82	92	70	76	56	65	48	54	32	51	22	26	11	33	9	10	4	22	2	3	1	6	
SOUTH ATLANTIC:																														
North Carolina.....	53.2	54.1	49.1	50.0	99	97	99	97	83	95	96	90	80	84	89	70	76	62	71	40	56	30	37	9	49	5	7	1	0	
South Carolina.....	52.4	53.3	50.0	60.7	98	96	100	96	100	94	96	88	100	84	86	74	100	62	66	50	100	32	36	23	100	11	12	9	64	
Virginia.....	49.6	51.4	45.6	54.2	98	96	98	96	100	90	93	83	99	71	80	50	92	46	58	19	78	20	28	4	46	6	8	0	8	
Average.....	50.0	50.8	47.2	52.4	97	95	98	95	96	88	90	82	86	71	75	59	74	47	51	31	58	24	27	12	43	8	8	3	19	
CENTRAL AND WESTERN REGIONS																														
EAST NORTH CENTRAL:																														
Indiana.....	56.0	57.4	49.1	....	100	100	100	100	98	...	98	100	94	...	92	96	77	...	82	88	54	...	56	65	22	...	32	38	6	....
Michigan.....	55.3	56.5	48.5	56.8	100	98	100	98	100	97	97	93	100	97	91	96	78	96	74	80	38	84	52	59	11	60	28	33	2	34
Wisconsin.....	55.3	57.4	49.3	57.9	100	98	100	98	98	97	98	94	94	94	90	94	81	92	72	82	47	78	62	62	18	69	28	38	4	57
EAST SOUTH CENTRAL:																														
Mississippi.....	46.0	47.3	42.0	46.1	88	80	91	86	86	63	71	42	64	45	53	22	46	18	23	5	21	8	11	2	9	1	2	0	2	
WEST NORTH CENTRAL:																														
Iowa.....	52.7	54.0	49.6	....	100	98	100	98	...	96	96	93	...	84	88	78	...	61	67	48	...	41	47	26	...	24	28	12	....	16
Kansas.....	49.8	50.8	45.8	54.5	97	98	98	94	100	90	92	84	97	72	76	56	86	40	55	25	79	25	30	6	61	10	12	1	....	37
Minnesota.....	54.6	55.7	49.5	....	100	100	100	100	...	98	99	94	...	90	94	76	...	77	77	42	...	44	50	14	...	20	26	2	....	....
Missouri.....	54.8	56.4	50.2	57.2	99	98	99	98	100	98	99	94	100	89	93	78	97	72	78	51	80	51	58	27	69	26	32	8	....	20
Nebraska.....	54.2	55.0	49.6	....	100	100	100	100	...	98	98	97	...	92	93	84	...	76	80	56	...	49	55	26	...	21	26	4	....	....
North Dakota.....	55.6	57.6	48.6	56.3	98	95	99	95	100	94	96	84	100	86	92	70	60	72	82	43	60	52	64	18	60	28	36	4	....	....
WEST SOUTH CENTRAL:																														
Arkansas.....	49.8	51.4	46.3	52.1	97	93	98	93	97	88	92	80	86	75	82	62	78	51	60	33	52	29	36	13	43	10	13	3	25	....
Texas.....	54.2	55.3	50.5	60.5	99	98	99	98	100	95	97	89	99	89	92	78	98	67	72	48	92	47	52	27	81	16	19	6	44	....
MOUNTAIN:																														
Arizona.....	53.2	54.0	50.6	60.5	97	96	97	96	97	93	94	88	96	84	86	76	92	64	66	51	86	38	40	38	76	14	15	8	56	....
Colorado.....	53.7	54.0	50.2	59.4	99	95	99	95	100	95	96	89	100	86	87	78	100	70	71	52	100	43	44	25	70	18	18	8	40	....
Idaho.....	49.5	50.1	44.2	56.9	97	94	98	94	98	89	90	81	95	82	84	70	87	61	64	34	78	48	51	20	78	18	20	2	32	....
Montana.....	57.0	58.8	50.6	57.7	100	99	100	99	100	98	99	95	100	93	96	82	86	76	85	41	72	56	68	19	56	30	37	4	41	....
Nevada.....	55.1	56.6	50.0	58.6	98	96	98	96	100	95	96	91	100	86	90	76	100	72	78	53	100	50	57	26	79	33	40	13	42	....
Utah.....	57.2	58.2	50.2	....	99	97	100	97	...	97	99	90	...	82	94	74	...	78	86	46	...	55	65	17	...	28	33	4	....	....
Wyoming.....	56.6	56.1	49.3	....	98	94	98	94	...	94	94	86	...	88	89	72	...	74	78	43	...	55	62	17	...	32	35	3	....	....
PACIFIC:																														
Oregon.....	55.4	59.0	48.4	....	100	99	100	99	...	98	99	94	...	89	95	76	...	70	84	42	...	48	67	10	...	33	49	3	....	....
Washington.....	52.6	53.4	48.9	56.6	98	97	98	97	99	94	95	89	96	84	87	71	89	61	66	39	79	36	41	16	67	14	16	4	46	....
Average.....	53.7	55.0	48.6	56.4	98	96	99	96	98	94	95	88	95	84	88	72	86	66	72	42	76	44	52	19	62	22	27	5	35	....
ALL STATES																														
Average.....	52.6	53.7	48.2	54.9	98	96	98	96	98	92	94	86	92	80	84	68	82	60	66	38	69	38	44	17	55	18	21	4	29	....

[illegible]

Table 3.—AVERAGE SPEEDS AND PERCENTAGES OF VEHICLES EXCEEDING VARIOUS SPEEDS BY TYPE OF HIGHWAY—1961 STUDIES

No. of States	Type of highway	Average speed m.p.h.			Percent over 35 m.p.h.			Percent over 40 m.p.h.			Percent over 45 m.p.h.			Percent over 50 m.p.h.			Percent over 55 m.p.h.			Percent over 60 m.p.h.		
		All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	
30	Main rural.....	52.6	53.7	48.2	98	98	96	98	92	80	84	68	82	60	66	38	69	55	18	21	4	29
17	Rural Interstate completed.....	55.7	57.2	50.3	99	99	98	100	97	90	92	79	92	74	81	48	78	62	25	32	4	33
21	Rural Interstate not completed.	53.0	54.1	48.2	98	99	96	99	93	82	86	66	90	62	68	37	70	57	17	20	3	26
1	Urban Interstate completed.....	48.4	49.5	45.3																		
1	Suburban Interstate completed..	44.9	45.4	42.8	94	95	94	100	80	48	52	29	33	20	23	8	33	0	1	1	0	0
1	Urban Interstate not completed	43.4	43.7	42.2	58	60	52	42	21	6	7	2	5	1	1	0	3	0	0	0	0	0
	Freeways and Toll roads:																					
	Conn. Merritt Parkway.....	55.1	55.1	.....	100	100	100	100	100	98	98	84	84	84	84	84	84	84	12	12	...	...
	Conn. Wilbur Cross.....	54.0	54.0	.....	100	100	100	100	100	99	99	89	89	79	79	79	79	79	5	5	...	...
	Conn. Turnpike.....	55.7	56.4	53.2	100	100	100	100	100	95	97	89	100	81	85	68	98	86	20	23	8	63
	Maine Turnpike.....	47.7	*	*	98	*	*	*	90	71	*	*	*	36	*	*	*	*	2	*	*	*
	Mich. Freeways.....	59.3	61.1	51.2	100	100	100	100	100	99	99	92	100	89	96	58	86	21	45	55	3	45
	N. Hamp. Turnpike.....	58.9	59.2	54.8	100	100	100	100	100	100	100	99	100	90	90	71	100	46	35	36	18	100
	N. Jersey Garden State Parkway	51.5	51.5	.....	100	100	100	100	100	91	91	89	79	73	73	...	57	36	5	5	...	14
	Oregon Freeway.....	59.1	63.6	50.2	100	100	100	...	99	97	100	92	...	84	97	59	...	...	50	75	2	...
	Penn. Penn-Lincoln Parkway....	47.7	48.2	45.5	98	99	93	100	85	88	64	44	64	29	31	22	15	6	3	3	2	4
	Penn. Schuylkill Expressway...	49.8	52.0	45.1	98	100	94	100	91	97	86	48	79	44	58	14	52	29	3	4	0	2
7	Secondary rural.....	46.2	47.1	43.3	89	92	83	76	73	54	59	38	34	30	36	16	18	0	5	6	2	0
3	Primary suburban.....	43.9	44.8	41.8	95	97	93	100	80	63	49	24	25	14	18	6	20	0	1	1	0	0
2	Primary urban.....	35.0	35.3	34.2	38	40	36	30	12	4	4	2	3	0	0	0	1	0	0	0	0	0

*Date not reported by vehicle type.

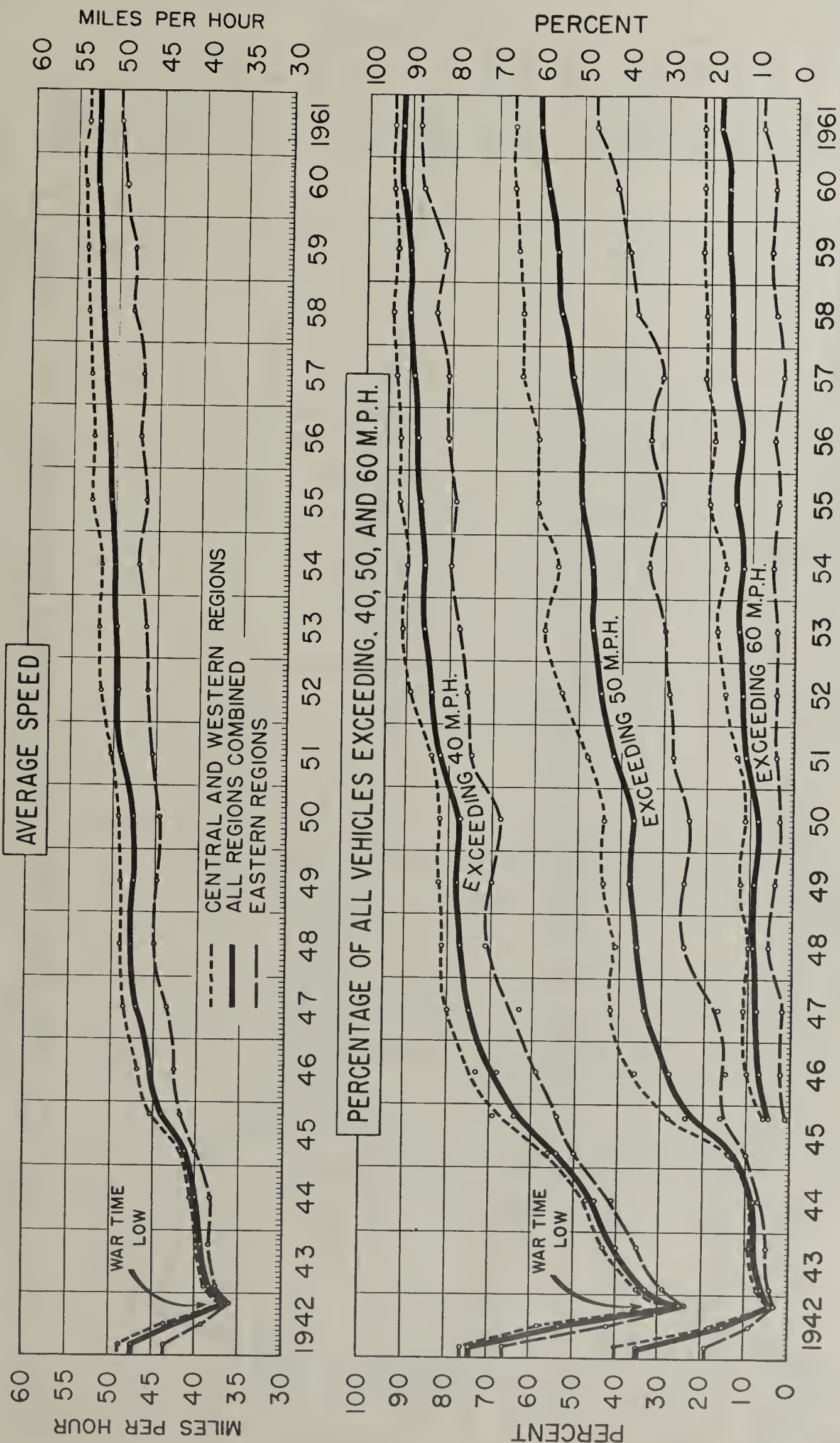


FIGURE 1—SPEED TRENDS ON MAIN RURAL HIGHWAYS BY REGIONS

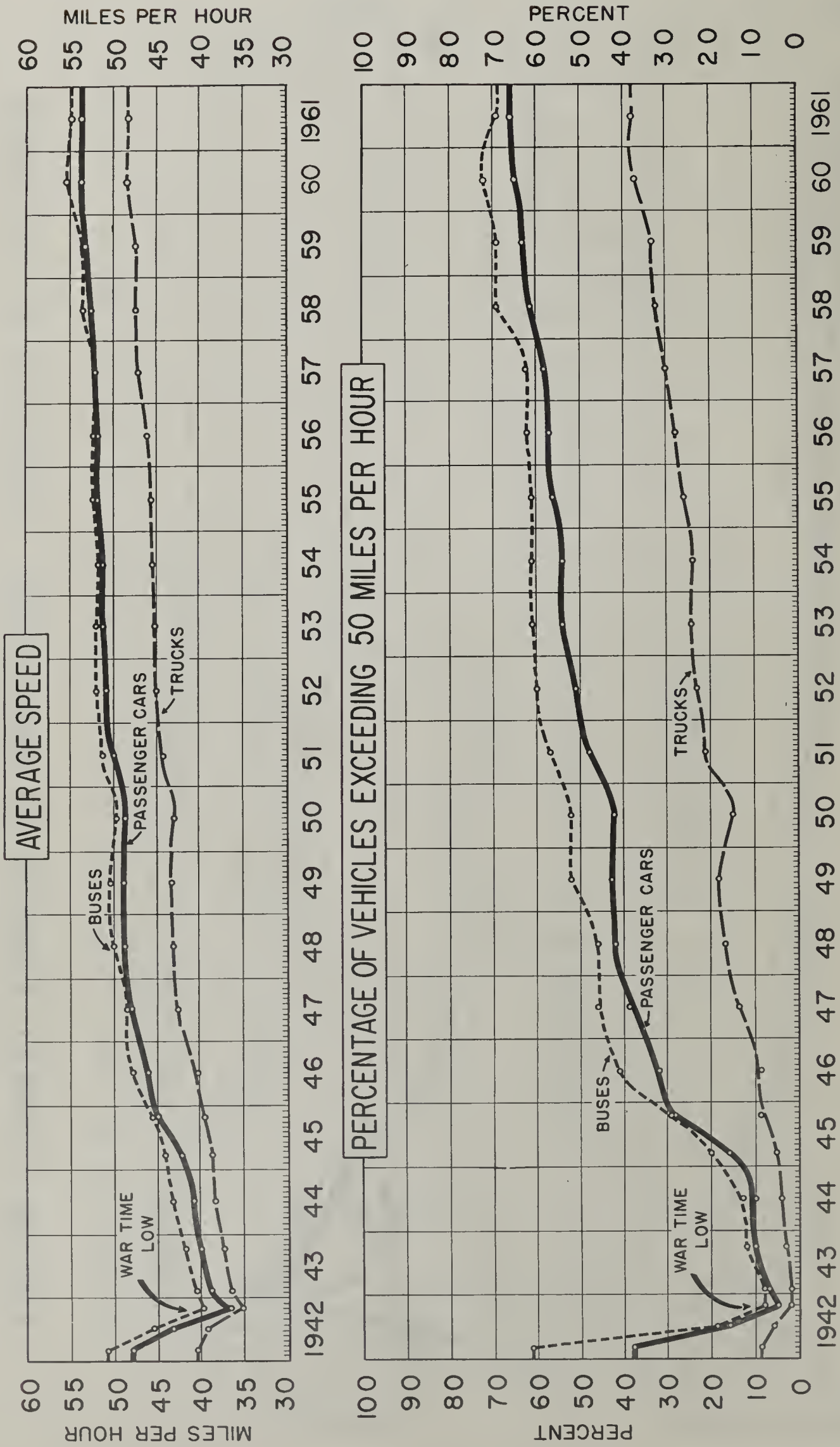


FIGURE 2 - SPEED TRENDS ON MAIN RURAL HIGHWAYS BY VEHICLE TYPE

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Un 35i
514.862
Un 3t
1963

U. S. DEPARTMENT OF COMMERCE
Luther H. Hodges, Secretary



BUREAU OF PUBLIC ROADS
Rex M. Whitton, Administrator

TRAFFIC SPEED TRENDS

Washington, D. C.

March 1964

Thirty-one States have reported the results of 1,032 speed studies conducted during 1963 on level tangent sections of main rural highways during periods of relatively low traffic densities when most drivers can travel their desired speeds. The results, which include observations of 499,082 vehicles are summarized in table 1, enclosed. Also enclosed is table 2 which revises table 1 of the Traffic Speed Trends, March 1963, by including additional data received for the period ending December 31, 1962. Figures 1 and 2 show speed trends separately by regions of the country and by vehicle type.

The average speed of 55.6 miles per hour for all vehicles is 1.8 miles per hour above the 1962 revised average, and is a record high. The average speeds for passenger cars, trucks, and buses were 56.9, 51.1, and 57.7 miles per hour respectively.

Seventy-six percent of the passenger cars, 52 percent of the trucks, and 76 percent of the buses exceeded 50 miles per hour. Thirty-three percent of the passenger cars, 10 percent of the trucks, and 45 percent of the buses exceeded 60 miles per hour.

Table 3 includes speed data, on various types of highways. Some individual study sites are included in more than one classification. The data reported on free-flowing highways in urban and suburban areas and on secondary or county roads are included.

There is need for additional studies on the type of highways shown in table 3 to provide better national coverage. Those States which are presently studying rural highways only are urged to include other types of facilities where practicable.

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Table 1.—AVERAGE SPEEDS AND PERCENTAGES OF VEHICLES TRAVELING IN EXCESS OF VARIOUS SPEEDS FOR THE PERIOD FROM JANUARY 1963 TO DECEMBER 1963

Region and State	Average speed						Speed exceeded																											
	Miles per hour						35 m.p.h.				40 m.p.h.				45 m.p.h.				50 m.p.h.				55 m.p.h.				60 m.p.h.							
	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus		
	Percentage of vehicles																																	
EASTERN REGIONS																																		
NEW ENGLAND:																																		
Connecticut.....	53.5	54.0	51.7	53.7	51.7	53.7	99	100	99	100	99	95	96	92	95	80	82	74	75	66	68	57	60	50	52	39	52	16	17	7	26			
Maine.....	56.6	57.2	53.4	59.7	53.4	59.7	100	100	100	100	100	95	98	97	95	92	86	86	92	78	80	68	86	54	56	40	68	34	38	20	58			
New Hampshire.....	52.8	53.2	51.1	52.3	51.1	52.3	100	100	100	100	100	100	92	90	100	82	78	80	80	54	56	45	53	39	42	32	42	16	17	10	0			
MIDDLE ATLANTIC:																																		
New Jersey.....	47.2	47.8	46.1	42.4	46.1	42.4	99	99	97	91	97	88	96	88	78	69	71	62	42	37	41	32	8	7	8	4	0	1	2	1	0	5		
Pennsylvania.....	43.4	44.3	41.0	44.9	41.0	44.9	88	90	82	90	62	49	67	49	63	40	46	28	47	12	16	6	18	6	7	2	10	1	1	0	5			
SOUTH ATLANTIC:																																		
Florida.....	56.8	58.3	51.4	59.8	51.4	59.8	100	100	98	100	97	93	99	93	100	94	84	98	76	85	46	46	88	62	72	25	62	25	31	6	54			
Georgia.....	52.0	53.9	47.8	55.5	47.8	55.5	98	98	94	97	91	82	94	82	91	79	62	88	59	59	64	32	68	36	45	16	63	13	18	4	16			
North Carolina.....	57.0	58.0	53.8	57.0	53.8	57.0	99	100	98	91	98	96	98	96	89	92	86	84	80	86	64	64	80	60	66	40	74	26	31	12	34			
South Carolina.....	55.0	56.0	51.6	60.3	51.6	60.3	99	100	98	100	96	92	98	92	100	90	92	100	73	78	56	85	49	56	28	85	20	24	10	54				
Virginia.....	52.2	53.8	46.8	57.9	46.8	57.9	99	99	98	98	93	85	96	85	98	80	88	59	97	59	70	26	90	34	42	7	64	13	18	1	30			
Average.....	52.6	53.6	49.5	54.4	49.5	54.4	98	99	96	97	92	86	93	92	91	80	84	70	80	59	64	43	64	40	44	23	52	16	20	7	28			
CENTRAL AND WESTERN REGIONS																																		
EAST NORTH CENTRAL:																																		
Indiana.....	57.9	59.3	51.2	58.2	51.2	58.2	100	100	99	99	97	98	99	98	98	92	86	72	61	79	81	51	82	48	52	29	78	17	18	10	45			
Michigan.....	56.7	58.0	49.9	60.4	49.9	60.4	99	100	99	100	99	96	99	95	100	96	92	76	76	75	82	51	84	52	64	17	75	34	44	6	57			
Wisconsin.....	56.1	58.3	49.9	60.4	49.9	60.4	99	100	98	100	97	98	99	98	99	94	88	78	87	75	82	51	84	52	64	21	75	34	44	6	57			
EAST SOUTH CENTRAL:																																		
Mississippi.....	53.0	55.0	48.2	58.2	48.2	58.2	96	97	92	100	85	76	89	76	92	73	80	58	87	49	59	26	72	34	42	13	64	14	20	3	36			
WEST NORTH CENTRAL:																																		
Iowa.....	53.1	54.9	48.7	58.2	48.7	58.2	100	100	99	99	96	92	98	92	95	86	92	72	61	79	81	51	84	52	64	17	75	34	44	6	57			
Kansas.....	60.3	61.6	52.6	60.6	52.6	60.6	100	100	100	100	99	95	99	95	100	96	92	76	76	75	82	51	84	52	64	17	75	34	44	6	57			
Minnesota.....	56.2	57.2	51.3	58.9	51.3	58.9	99	100	99	100	98	95	99	98	99	94	88	78	87	75	82	51	84	52	64	17	75	34	44	6	57			
Missouri.....	54.1	55.8	49.6	56.0	49.6	56.0	99	99	97	100	95	97	99	98	99	94	88	78	87	75	82	51	84	52	64	17	75	34	44	6	57			
Nebraska.....	55.1	56.1	50.4	55.7	50.4	55.7	99	100	98	100	97	98	99	98	99	94	88	78	87	75	82	51	84	52	64	17	75	34	44	6	57			
North Dakota.....	61.5	63.1	56.9	63.1	56.9	63.1	100	100	100	100	99	98	99	98	99	94	88	78	87	75	82	51	84	52	64	17	75	34	44	6	57			
South Dakota.....	57.0	57.5	54.1	59.1	54.1	59.1	99	100	99	100	97	95	97	95	100	90	91	86	76	76	77	69	91	56	58	45	78	34	36	21	48			
WEST SOUTH CENTRAL:																																		
Arkansas.....	54.5	56.5	51.1	53.8	51.1	53.8	98	99	96	90	85	89	95	89	85	85	90	78	69	69	78	56	68	51	60	35	68	26	33	15	43			
Texas.....	59.3	60.7	56.1	69.8	56.1	69.8	100	100	100	100	98	99	98	98	100	95	94	97	100	79	81	75	99	67	72	56	98	42	51	20	98			
MOUNTAIN:																																		
Arizona.....	55.6	56.4	52.4	62.8	52.4	62.8	98	98	98	100	98	93	98	93	97	92	86	72	61	79	81	51	84	52	64	17	75	34	44	6	57			
Colorado.....	59.1	59.7	52.8	63.6	52.8	63.6	99	100	99	100	99	92	99	92	100	95	96	82	86	88	88	66	100	69	72	44	88	44	47	18	75			
Idaho.....	56.5	58.2	52.2	56.2	52.2	56.2	98	99	96	95	94	89	96	89	88	91	94	84	83	73	81	55	64	59	67	39	63	28	34	13	41			
Montana.....	61.4	63.6	52.8	62.4	52.8	62.4	100	100	100	100	99	96	100	96	100	94	96	88	96	86	90	62	92	76	88	27	92	54	66	10	84			
Nevado.....	59.9	61.7	54.3	61.9	54.3	61.9	100	100	99	100	99	96	100	96	100	94	96	88	100	86	90	72	91	70	78	46	82	52	60	26	82			
Utah.....	54.8	55.4	49.9	58.3	49.9	58.3	100	100	98	100	98	92	98	92	100	92	94	78	77	74	77	49	97	46	48	25	85	21	23	8	59			
Wyoming.....	60.3	60.8	57.8	64.4	57.8	64.4	99	100	98	100	98	90	98	90	100	93	94	78	84	84	84	72	79	68	70	30	82	44	53	10	62			
PACIFIC:																																		
Oregon.....	54.8	58.2	48.0	59.6	48.0	59.6	99	100	98	98	91	91	98	91	91	85	92	70	63	78	31	56	82	42	60	6	73	26	40	1	54			
Average.....	57.0	58.5	51.9	59.6	51.9	59.6	99	100	98	99	97	93	98	93	96	90	80	92	76	81	56	82	57	64	30	73	33	39	11	54				
ALL STATES																																		
Average.....	55.6	56.9	51.1	57.7	51.1	57.7	99	99	97	98	95	91	96	91	94	87	90	77	88	70	76	52	76	50	57	28	66	28	33	10	45			

— indicates data not available.

Table 2.—AVERAGE SPEEDS AND PERCENTAGES OF VEHICLES TRAVELING IN EXCESS OF VARIOUS SPEEDS FOR THE PERIOD FROM JANUARY 1962 TO DECEMBER 1962 (REVISED)

Region and State	Average speed			Speed exceeded																							
				35 m.p.h.			40 m.p.h.			45 m.p.h.			50 m.p.h.			55 m.p.h.			60 m.p.h.								
	All	P.C.	TK.	All	P.C.	TK.	All	P.C.	TK.	All	P.C.	TK.	All	P.C.	TK.	All	P.C.	TK.	All	P.C.	TK.						
	Miles per hour			Percentage of vehicles																							
EASTERN REGIONS																											
NEW ENGLAND:																											
Connecticut.....	53.2	53.8	51.1	55.2	100	100	99	94	95	91	96	80	82	73	76	62	65	51	58	37	41	26	51	13	14	6	38
Maine.....	54.8	55.2	52.2	58.8	99	99	99	96	96	95	100	88	89	84	96	70	72	62	86	46	48	34	77	28	30	10	52
New Hampshire.....	50.6	50.9	49.2	49.3	98	98	98	87	88	84	85	74	76	70	58	44	46	38	45	30	32	25	18	11	12	6	18
Rhode Island.....	51.8	52.3	50.1	—	99	100	98	94	96	91	—	83	85	77	—	61	64	52	—	35	38	26	—	15	17	9	—
MIDDLE ATLANTIC:																											
New Jersey.....	46.2	46.6	45.4	42.0	98	98	96	93	91	87	78	61	63	54	16	30	31	27	14	5	5	3	2	1	1	0	0
New York.....	50.2	50.7	48.1	55.3	98	98	97	94	94	92	—	75	77	68	—	56	56	47	—	25	26	17	—	12	12	7	—
Pennsylvania.....	44.4	45.2	42.4	46.1	92	94	88	67	72	56	73	43	48	32	54	14	16	7	20	5	6	2	12	1	1	0	3
SOUTH ATLANTIC:																											
Georgia.....	48.8	50.5	45.1	53.2	90	96	82	84	90	71	82	68	78	49	78	38	47	18	56	20	26	7	42	4	6	1	16
North Carolina.....	51.6	53.4	47.9	50.4	98	98	96	91	92	86	84	78	84	64	71	55	66	30	64	26	36	6	21	6	8	0	0
South Carolina.....	53.5	55.0	49.4	51.6	99	100	98	94	96	90	97	85	90	72	97	65	72	44	94	41	48	22	39	16	20	5	20
Virginia.....	51.0	53.2	46.6	55.2	98	99	97	92	95	85	96	76	86	56	92	57	69	26	80	31	39	7	52	12	14	2	24
Average.....	50.6	51.5	48.0	51.7	97	98	95	90	92	84	88	74	78	64	71	50	55	36	57	27	31	16	35	11	12	4	19
CENTRAL AND WESTERN REGIONS																											
EAST NORTH CENTRAL:																											
Indiana.....	57.0	58.4	51.8	—	100	100	99	99	99	98	98	92	94	81	—	90	76	79	—	48	52	29	—	17	18	10	—
Michigan.....	55.1	56.3	49.4	58.2	99	99	98	98	98	94	94	91	93	80	100	72	78	47	82	50	58	15	74	28	33	3	52
Wisconsin.....	56.0	58.2	49.4	56.7	100	100	99	100	98	99	100	90	94	75	95	76	84	47	78	54	66	19	59	32	42	4	38
EAST SOUTH CENTRAL:																											
Mississippi.....	53.9	56.2	48.5	53.5	97	99	93	89	94	79	88	78	86	59	78	55	66	28	60	38	48	13	35	14	20	3	10
WEST NORTH CENTRAL:																											
Iowa.....	52.4	54.2	47.8	—	100	100	98	94	96	88	—	82	89	62	—	54	66	22	—	31	40	10	—	12	16	2	—
Kansas.....	57.8	59.4	51.7	63.2	100	100	99	98	100	96	100	95	97	86	100	86	91	62	90	68	74	30	88	45	47	10	80
Minnesota.....	55.3	56.4	50.1	—	100	100	99	97	98	93	—	91	93	79	—	72	78	46	—	49	55	17	—	24	30	3	—
Missouri.....	55.7	57.0	51.6	59.8	99	100	99	97	98	94	100	90	92	82	97	70	76	50	89	49	57	25	76	24	29	7	35
Nebraska.....	53.7	55.4	49.0	—	100	100	98	97	98	94	—	89	92	77	—	73	79	51	—	47	54	18	—	21	26	3	—
North Dakota.....	56.2	58.1	50.2	—	97	99	94	92	95	84	—	87	91	77	—	69	75	51	—	57	65	33	—	30	36	10	—
South Dakota.....	57.5	58.2	53.6	59.9	99	100	98	97	98	95	100	91	92	86	96	79	81	65	93	59	63	38	82	34	37	16	39
WEST SOUTH CENTRAL:																											
Arkansas.....	52.6	54.6	49.3	60.6	98	98	96	92	95	86	98	83	89	73	95	63	72	48	80	40	50	25	70	16	22	13	60
Oklahoma.....	53.8	55.6	48.5	58.0	96	98	94	90	93	82	95	82	86	68	93	62	70	38	78	46	54	19	64	23	28	5	40
Texas.....	53.2	54.1	50.0	61.0	99	100	98	100	96	88	100	86	90	76	94	61	66	44	81	41	46	25	76	14	16	6	52
MOUNTAIN:																											
Arizona.....	54.2	54.9	51.4	62.5	97	98	95	95	96	90	97	87	89	80	93	70	72	56	89	44	48	30	82	17	18	9	67
California.....	57.1	57.5	52.9	55.9	100	100	98	98	99	95	99	92	93	83	89	80	81	69	78	60	62	38	67	34	37	9	44
Idaho.....	52.8	54.1	43.7	55.4	97	98	96	99	90	93	81	82	87	68	84	58	65	36	69	43	50	22	66	13	16	4	26
Montana.....	60.4	62.1	53.0	63.0	100	100	100	100	100	100	100	98	100	92	100	89	95	60	95	74	83	30	95	48	56	8	76
Nevada.....	54.1	54.9	51.4	54.6	98	99	95	100	94	95	100	85	87	77	92	69	71	62	69	46	48	38	46	31	33	21	46
Utah.....	55.2	56.0	50.1	—	100	100	98	97	98	91	—	93	95	79	—	74	79	47	—	51	55	24	—	18	20	5	—
Wyoming.....	59.8	61.4	52.0	63.2	100	100	98	98	100	96	100	94	96	82	100	86	91	64	90	72	78	35	76	50	58	14	70
PACIFIC:																											
California.....	54.6	56.0	—	58.2	95	99	—	92	97	—	92	83	90	—	79	66	75	—	67	42	52	—	56	19	27	—	42
Oregon.....	54.7	58.6	47.0	—	99	100	98	97	99	92	—	89	96	75	—	69	86	35	—	47	68	6	—	29	44	1	—
Washington.....	53.4	54.3	48.9	56.9	99	99	96	100	94	96	86	85	88	70	94	64	69	39	72	42	46	16	59	17	20	4	42
Average.....	55.3	56.7	50.0	58.4	99	99	97	99	95	97	91	88	92	77	92	70	77	49	79	50	57	24	67	25	30	7	46
ALL STATES																											
Average.....	53.8	55.1	49.4	56.0	98	99	97	98	93	89	93	84	87	72	85	64	70	45	72	43	49	21	56	21	25	6	37

—indicates data not available.

Table 3.—AVERAGE SPEEDS AND PERCENTAGES OF VEHICLES EXCEEDING VARIOUS SPEEDS BY TYPE OF HIGHWAY — 1963 STUDIES

No. of States	Type of highway	Average speed m.p.h.			Percent over 35 m.p.h.			Percent over 40 m.p.h.			Percent over 45 m.p.h.			Percent over 50 m.p.h.			Percent over 55 m.p.h.			Percent over 60 m.p.h.		
		All	P.C.	TK.	All	P.C.	TK.	All	P.C.	TK.	All	P.C.	TK.	All	P.C.	TK.	All	P.C.	TK.	All	P.C.	TK.
31	Main rural	55.6	56.9	51.1	57.7	99	99	98	95	96	91	94	87	90	77	88	70	76	52	76	57	28
29	Rural Interstate completed	59.5	60.8	53.9	60.7	100	100	99	98	99	95	98	94	96	85	94	84	89	66	76	68	40
22	Rural Interstate not completed	54.2	55.5	49.6	54.7	98	99	94	94	95	89	92	84	88	75	84	66	72	47	61	45	26
6	Urban Interstate completed	51.6	52.6	48.0	52.9	96	97	92	89	91	81	92	74	77	61	81	54	59	35	51	30	14
1	Urban Interstate not completed	43.6	44.4	41.1	42.8	82	84	72	54	59	40	34	32	35	21	20	10	11	4	12	4	2
1	Suburban Interstate completed	50.2	50.4	49.7	56.7	100	100	99	99	99	97	100	83	84	79	100	61	63	56	100	18	17
	Freeways and Toll roads:																					
	Connecticut Merritt Parkway	55.7	55.7	—	—	100	100	—	100	100	—	—	100	100	—	—	92	92	—	—	49	—
	Connecticut Wilbur Cross Parkway	56.9	56.9	—	—	100	100	—	100	100	—	—	100	100	—	—	96	96	—	—	61	—
	Connecticut Turnpike	59.1	59.4	57.5	61.0	100	100	100	100	100	100	100	100	100	100	100	99	100	98	100	87	75
	Maine Turnpike	51.1	—	—	—	100	—	—	98	—	—	—	86	—	—	—	58	—	—	—	22	—
	Michigan Freeways	59.4	61.2	50.8	62.7	100	100	100	99	100	98	97	96	97	87	97	85	90	60	94	70	22
	New Hampshire Turnpike	62.2	62.6	56.0	62.0	100	100	100	100	100	100	100	100	100	100	100	95	96	84	100	88	74
	New Jersey Garden State Parkway	51.6	51.6	—	51.6	100	100	—	99	99	—	100	87	87	—	89	71	71	—	78	26	—
	Oregon Baldock Freeway	59.0	63.8	49.5	—	100	100	100	98	100	96	—	94	99	86	—	77	96	41	—	61	7
	Pennsylvania Penn-Lincoln Parkway	43.8	44.4	42.2	46.2	92	94	88	68	72	56	81	41	44	32	56	10	12	6	15	2	1
	Pennsylvania Schuylkill Expressway	47.8	49.1	45.8	48.2	99	100	98	90	94	84	86	72	80	58	74	25	34	12	26	7	2
	Texas Fort Worth-Dallas Turnpike	62.7	63.2	60.0	71.2	100	100	100	100	100	100	100	100	100	100	100	98	98	95	100	93	83
	Texas Stemmens Freeway	50.3	49.8	51.2	—	100	100	100	96	94	99	—	86	79	97	—	45	42	50	—	18	18
12	Rural Secondary	48.2	49.0	45.4	44.6	88	89	86	76	79	72	67	62	66	53	50	42	47	28	22	24	11
6	Urban Primary	47.9	48.6	45.0	47.9	86	87	82	74	76	67	74	58	61	47	62	40	44	27	38	21	10
1	Urban Secondary	35.1	35.7	35.8	31.2	52	52	50	16	16	19	0	2	2	2	0	0	0	0	0	0	0
2	Suburban Primary	46.3	47.0	45.0	56.7	95	97	90	82	86	72	100	57	60	52	100	34	36	28	100	10	8
1	Suburban Secondary	43.2	43.5	42.5	38.2	72	75	66	62	64	56	25	35	37	32	0	8	8	8	0	3	2

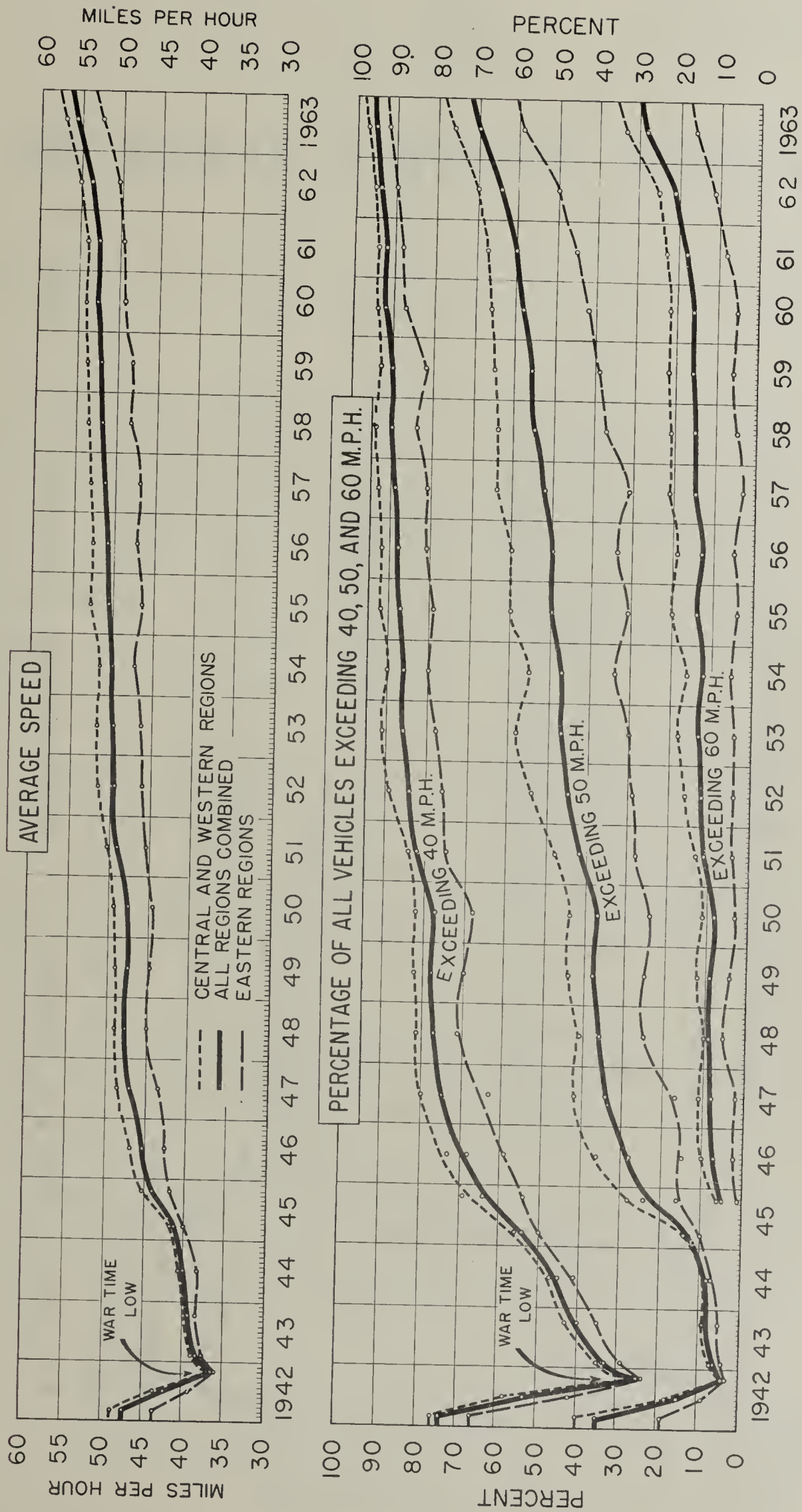


FIGURE 1—SPEED TRENDS ON MAIN RURAL HIGHWAYS BY REGIONS

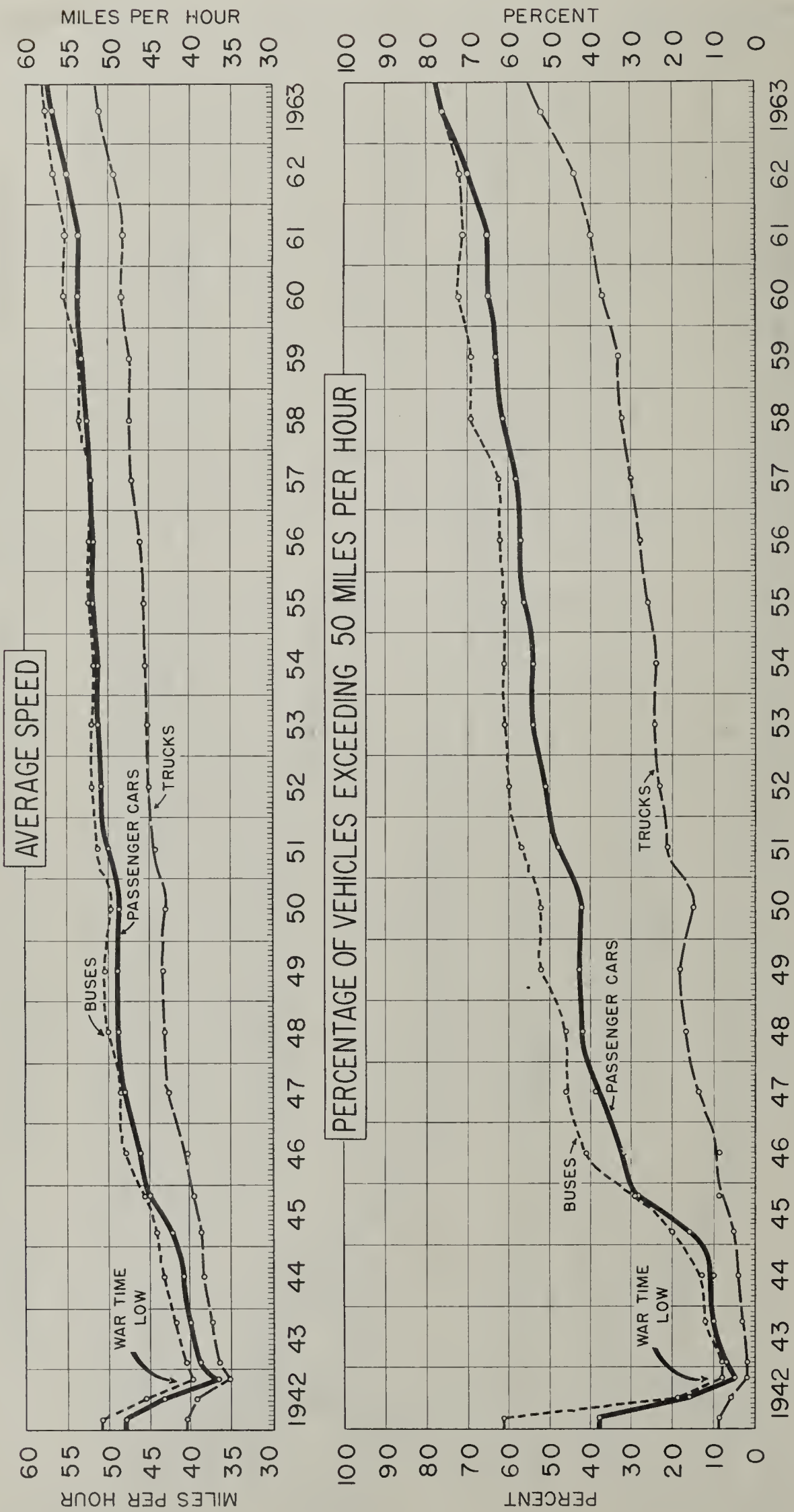


FIGURE 2 - SPEED TRENDS ON MAIN RURAL HIGHWAYS BY VEHICLE TYPE

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U. S. DEPARTMENT OF COMMERCE
John T. Connor, Secretary



BUREAU OF PUBLIC ROADS
Rex M. Whitton, Administrator

TRAFFIC SPEED TRENDS

Washington, D. C.

March 1965

Twenty-seven States have reported the results of 845 speed studies conducted during 1964 on level tangent sections of main rural highways during periods of relatively low traffic densities when most drivers can travel their desired speeds. The results, which include observations of 359,401 vehicles are summarized in table 1, enclosed. Also enclosed is table 2 which revises table 1 of the Traffic Speed Trends, March 1964, by including additional data received for the period ending December 31, 1963. Figures 1 and 2 show speed trends separately by regions of the country and by vehicle type.

The average speed of 55.6 miles per hour for all vehicles is 0.2 miles per hour below the 1963 revised average. The average speeds for passenger cars, trucks, and buses were 56.9, 50.9, and 57.3 miles per hour respectively.

Seventy-five percent of the passenger cars, 53 percent of the trucks, and 78 percent of the buses exceeded 50 miles per hour. Thirty-six percent of the passenger cars, 11 percent of the trucks, and 46 percent of the buses exceeded 60 miles per hour.

Table 3 includes speed data on various types of highways. Some individual study sites are included in more than one classification. The data reported on free-flowing highways in urban and suburban areas and on secondary or county roads are included.

Additional studies on the type of highways shown in table 3 are needed to provide better national coverage. Those States which are presently studying rural highways only are urged to include other types of facilities where practicable.

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Region and State	Speed exceeded																																												
	Average speed					35 m.p.h.					40 m.p.h.					45 m.p.h.					50 m.p.h.					55 m.p.h.					60 m.p.h.														
	All	P.C.	TK.	Bus		All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus																
	Miles per hour																														Percentage of vehicles														

ALL STATES																												
Average.....	55.6	56.9	50.9	57.3	99	99	97	98	94	95	90	94	86	89	77	88	70	75	53	78	52	58	31	65	30	36	11	46

— indicates data not available.

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- indicated data not available.

Table 3.—AVERAGE SPEEDS AND PERCENTAGES OF VEHICLES EXCEEDING VARIOUS SPEEDS BY TYPE OF HIGHWAY—1964 STUDIES

No. of States	Type of highway	Average speed m.p.h.			Percent over 35 m.p.h.			Percent over 40 m.p.h.			Percent over 45 m.p.h.			Percent over 50 m.p.h.			Percent over 55 m.p.h.			Percent over 60 m.p.h.			
		All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus		
27	Main rural.....	55.6	56.9	50.9	57.3	99	99	97	98	94	86	89	77	88	70	52	58	31	65	30	36	11	46
27	Rural Interstate completed.....	59.6	61.2	53.7	60.6	100	100	100	99	99	95	97	87	96	85	71	79	43	80	46	54	17	57
17	Rural Interstate not completed.....	54.6	55.5	50.2	56.4	99	99	97	99	93	84	86	76	81	67	48	53	26	62	24	28	7	40
8	Urban Interstate completed.....	52.8	53.7	49.4	55.3	98	98	95	100	92	82	86	71	83	59	38	41	24	54	16	18	6	25
2	Urban Interstate not completed.....	45.6	46.2	43.1	47.9	86	88	82	87	62	45	48	34	52	22	14	16	8	32	5	6	2	8
2	Suburban Interstate completed.....	53.6	54.8	50.6	59.6	100	100	99	100	97	86	89	78	100	69	38	44	24	90	20	26	6	78
	Freeways and Toll Roads:																						
	Connecticut Freeways.....	54.7	54.7	-	-	100	100	-	-	100	100	100	-	-	86	-	38	-	-	6	6	-	-
	Connecticut Turnpike	59.8	60.0	58.5	60.1	100	100	100	100	100	100	100	100	100	100	91	93	84	98	34	37	18	32
	Indiana I-80 Toll.....	57.5	59.6	52.7	-	100	100	100	-	100	95	96	94	-	87	92	77	37	-	38	52	8	-
	Main Turnpike.....	48.1	-	-	-	98	-	-	-	92	69	-	-	-	36	-	12	-	-	4	-	-	-
	Michigan Freeways.....	60.4	62.4	51.4	60.7	100	99	100	100	98	95	96	88	95	86	72	83	24	77	56	66	6	50
	Nevada Freeways.....	56.0	58.2	50.6	64.0	100	100	100	100	100	98	99	93	100	84	92	64	100	100	38	48	10	100
	New Hampshire Turnpike.....	63.5	63.8	58.0	58.0	100	100	100	100	100	100	100	100	100	95	96	92	76	100	65	67	19	0
	New Jersey Garden State Parkway (urban)...	51.9	51.9	-	-	100	100	-	-	99	83	83	-	-	68	68	32	32	-	15	15	-	-
	New York Thruway.....	62.9	63.5	57.9	65.7	100	100	100	100	100	100	100	100	100	98	99	95	76	100	79	83	45	96
	Oklahoma Turnpikes.....	62.9	63.9	56.3	64.7	100	100	99	100	99	100	100	92	100	94	96	75	100	100	61	67	21	67
	Oregon Freeways	58.7	63.2	49.8	-	100	100	99	-	99	92	98	80	-	74	93	35	5	-	42	64	1	-
	Pennsylvania Freeways	44.6	45.6	42.8	46.4	94	96	90	100	73	47	53	35	59	12	3	4	2	5	0	0	0	0
	Rhode Island Freeways.....	57.2	57.6	55.8	59.4	100	100	100	100	100	98	98	95	100	88	90	72	59	87	39	42	30	52
	Rhode Island Freeways (urban).....	51.6	51.9	50.2	54.5	100	100	100	100	96	84	85	80	99	61	62	31	24	44	12	12	7	16
	Texas Ft. Worth-Dallas Turnpike.....	62.9	64.3	56.8	68.0	100	100	100	100	100	99	100	94	100	93	97	78	100	100	61	68	26	100
	Texas Stemmons Freeway.....	53.7	55.0	52.1	56.0	100	100	100	100	97	90	94	85	100	68	76	59	100	60	11	15	6	0
13	Rural Secondary.....	48.4	49.4	45.8	45.7	90	92	87	79	77	63	67	54	50	44	26	28	15	19	12	13	5	15
10	Urban Primary	41.0	41.4	38.7	44.2	71	72	66	72	52	35	37	24	50	18	20	10	2	13	2	2	1	4
2	Urban Secondary	33.8	34.0	33.0	31.8	35	37	28	16	10	2	2	2	0	0	0	0	0	0	0	0	0	0
5	Suburban Primary	47.1	48.1	44.8	49.3	94	96	91	99	78	56	60	42	66	31	36	21	8	31	8	10	3	12
1	Suburban Secondary	50.7	51.7	48.2	44.0	98	99	95	100	89	72	76	62	0	47	51	30	16	0	12	15	4	0

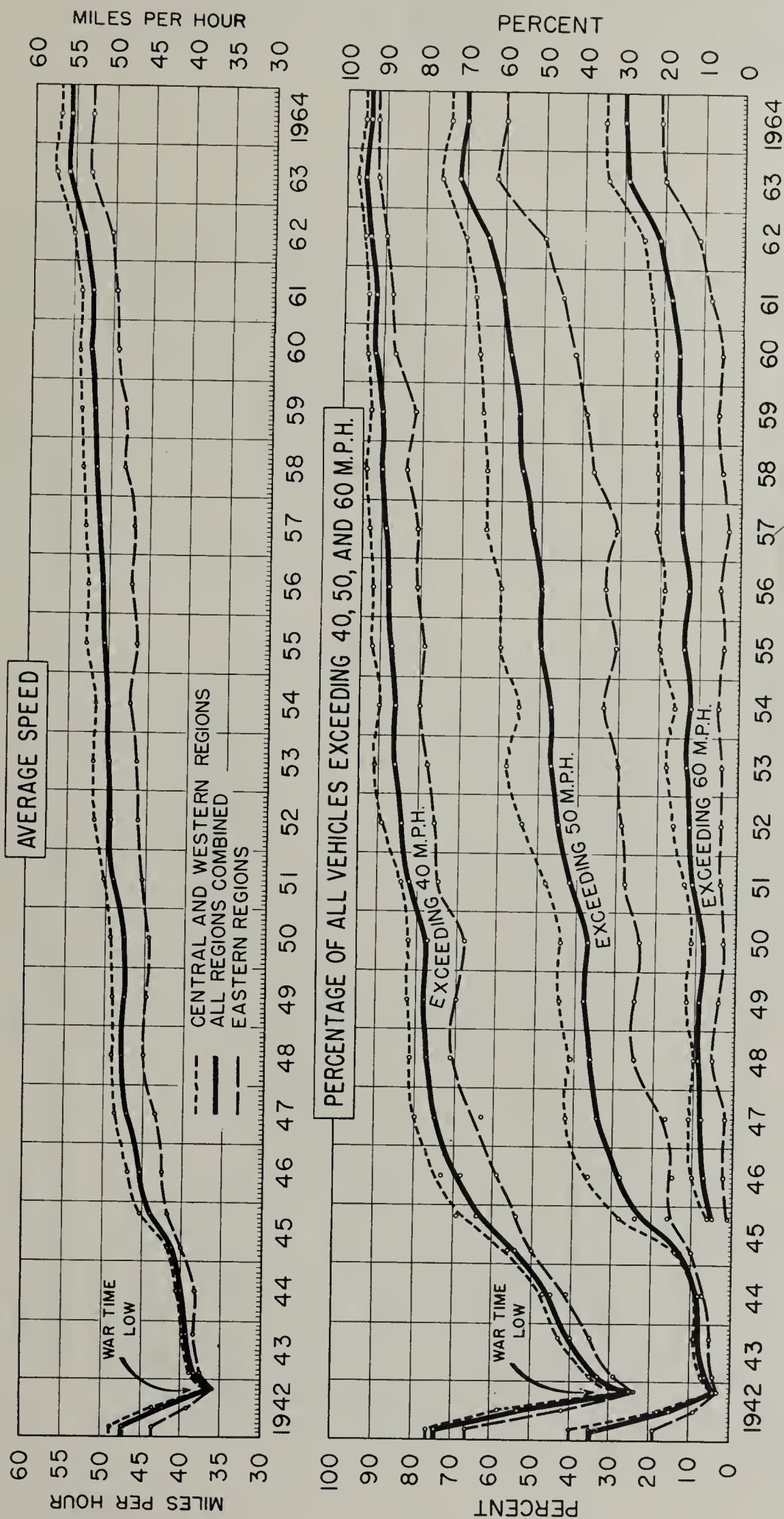


FIGURE 1-SPEED TRENDS ON MAIN RURAL HIGHWAYS BY REGIONS

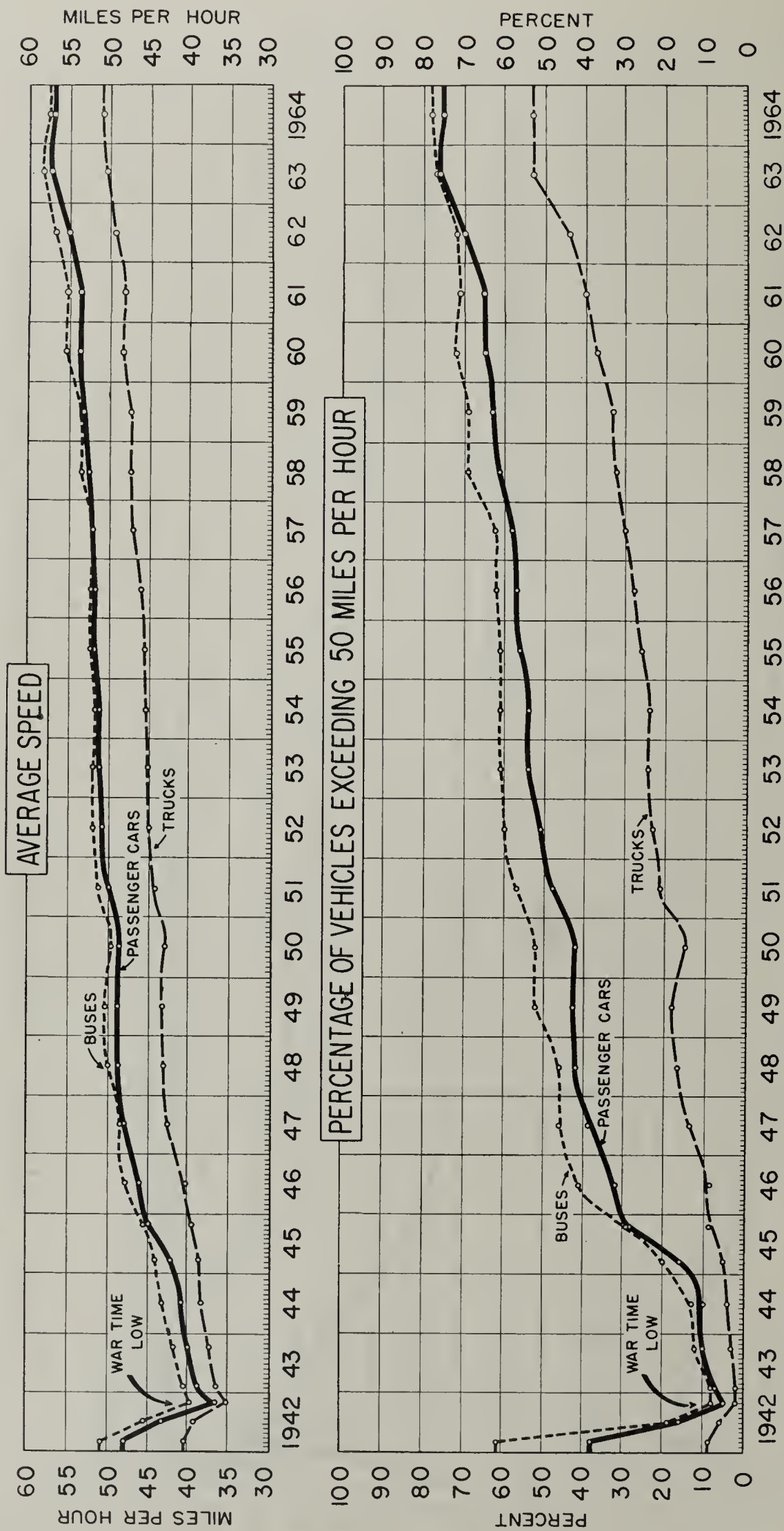


FIGURE 2 - SPEED TRENDS ON MAIN RURAL HIGHWAYS BY VEHICLE TYPE

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
WASHINGTON, D. C. 20591



TRAFFIC SPEED TRENDS

October 1967

Speed data from 35 States in 1966, 37 States in 1965, and 35 States in 1964 have been summarized in the enclosed tables. This report continues the annual publication of speed data collected by the States and summarized by the Bureau of Public Roads since 1942, and last published in March 1965. The data have been collected on level tangent sections of main rural roads and on urban streets during off-peak periods of the day when traffic densities are sufficiently low that most drivers can travel at their desired speeds. The continuing upward trend in the speeds drivers desire to travel is illustrated in figures 1 and 2, which show speed trends on main rural roads, by regions and vehicle type, respectively, from 1942 through 1966. The detailed data for 1964-1966 are listed in five tables showing average speeds and percentages of vehicles, by type, exceeding speeds from 35 m.p.h. to 60 m.p.h. in 5 m.p.h. increments by region and State.

Figure 1 shows that the average speeds of all vehicles in the eastern regions continue to be lower than the national average, while the average speeds in the central and western regions remain higher. From 1955 to about 1960, the averages have been converging towards the national average, but since then the central and western regions average speeds have consistently been about 1 m.p.h. higher than the national average and the eastern region about 3 m.p.h. lower than the national average. A marked increase in the percent of vehicles traveling over 60 m.p.h. is evident since 1960. During this period, many Interstate projects, started in the late 1950's, were opened to traffic and speed data included in the States' speed studies. In 1966, 38 States had a maximum daytime speed limit for passenger cars on the rural Interstate System that exceeded the maximum daytime speed limit on other rural highways by 5 m.p.h. or more. Increases of average speeds, therefore, are likely as the mileage of completed Interstate increases, with a leveling off occurring as the Interstate System nears completion.

Figure 2 shows clearly the difference in speeds of the different types of vehicles. In 1965 for the first time, the average speed of passenger cars exceeded that of buses, on main rural roads, by a noticeable amount. From 1953 to 1959, the difference in average speeds between buses and passenger cars never varied by more than one-half mile per hour, while the percent of buses traveling over 50 m.p.h. was substantially greater than that of passenger cars. Since 1962, however, the percent of passenger cars traveling over 50 m.p.h. has been steadily approaching the percent of buses traveling over 50 m.p.h., but not until 1965 and 1966 did a higher proportion of passenger cars travel above 50 m.p.h. than did buses. Thus, the proportion of passenger cars traveling in the higher speed ranges has been increasing substantially while the speed distribution of the buses has remained relatively

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stable. Since 1946, the average speed for trucks has been consistently lower than the average speed of passenger cars by about 6 m.p.h. Although in 1963 a sharp upward shift in the percent of trucks traveling over 50 m.p.h. is evident in figure 2, the more moderate increase in the average speed reflects the counter effect of increases in the number of trucks traveling in the slower speed ranges.

Tables 1a, 1b and 1c show speed data by State and regions for main rural roads in 1966, 1965 and 1964, respectively. Tables 2a and 2b include 1966 and 1965 data, respectively, for various highway categories. Table 1c revises table 1 of the Traffic Speed Trends, March 1965, by including additional data received for the period ending December 31, 1964. Data are shown by State for all States providing speed trend data. The data of some individual study sites are included in more than one category. The main rural category includes data from the study sites of both completed rural Interstate and for rural Interstate traveled-way sections. Interstate traveled-way includes roads and streets that have not been upgraded to full Interstate design standards but are adequate for present traffic, and those older sections of existing roads and streets that are presently serving the Interstate traffic in Interstate corridors. The individual study sites of the freeways and toll roads are also included in their respective categories.

Tables 1a-1c show that the average speeds for passenger cars, trucks, and buses were 58.8, 52.6 and 58.8 miles per hour (m.p.h.), respectively, in 1966. In 1965, the average speeds were 57.8 m.p.h. for passenger cars, 51.8 m.p.h. for trucks and 57.4 m.p.h. for buses. The average speeds in 1964 were 57.3 m.p.h. for passenger cars, 51.0 m.p.h. for trucks and 57.8 m.p.h. for buses. The reported average speeds for all vehicles in 1966, 1965 and 1964 were 57.3, 56.4 and 55.9 miles per hour, respectively. This increase is due to the improvement in both vehicles and highways in the past 20 years and continues the trend toward higher speeds that has persisted in the post World War II years.

Tables 2a and 2b, which summarize speed data by highway category, illustrate one advantage of the high design standards used on the rural and urban sections of the Interstate Highway System. In both years the vehicles on the completed Interstate System traveled at speeds averaging 5 to 6 m.p.h. faster than average speeds on the existing Interstate traveled-way sections which have not been improved to Interstate standards.

Table 1a shows that the average speed for all vehicles in 1966 for the eastern regions was 54.8 m.p.h., 3.9 m.p.h. less than the central and western regions. Table 2a, however, shows that on four toll roads average speeds in excess of 60 m.p.h. were observed and on three average speeds exceeding those in Arizona, with the fastest recorded speeds in the western region in 1966, were observed. Although the data are limited, this relationship would seem to indicate that throughout the country, where safe facilities are available, the majority of drivers desire to travel at speeds exceeding 60 m.p.h.

Additional data for some highway categories shown in tables 2a and 2b are needed to provide better national coverage. Efforts are now underway to provide more comprehensive coverage by characteristics of vehicle, roadway, and driver, and to develop summaries which can be related more directly to highway and street operation in rural and urban areas.

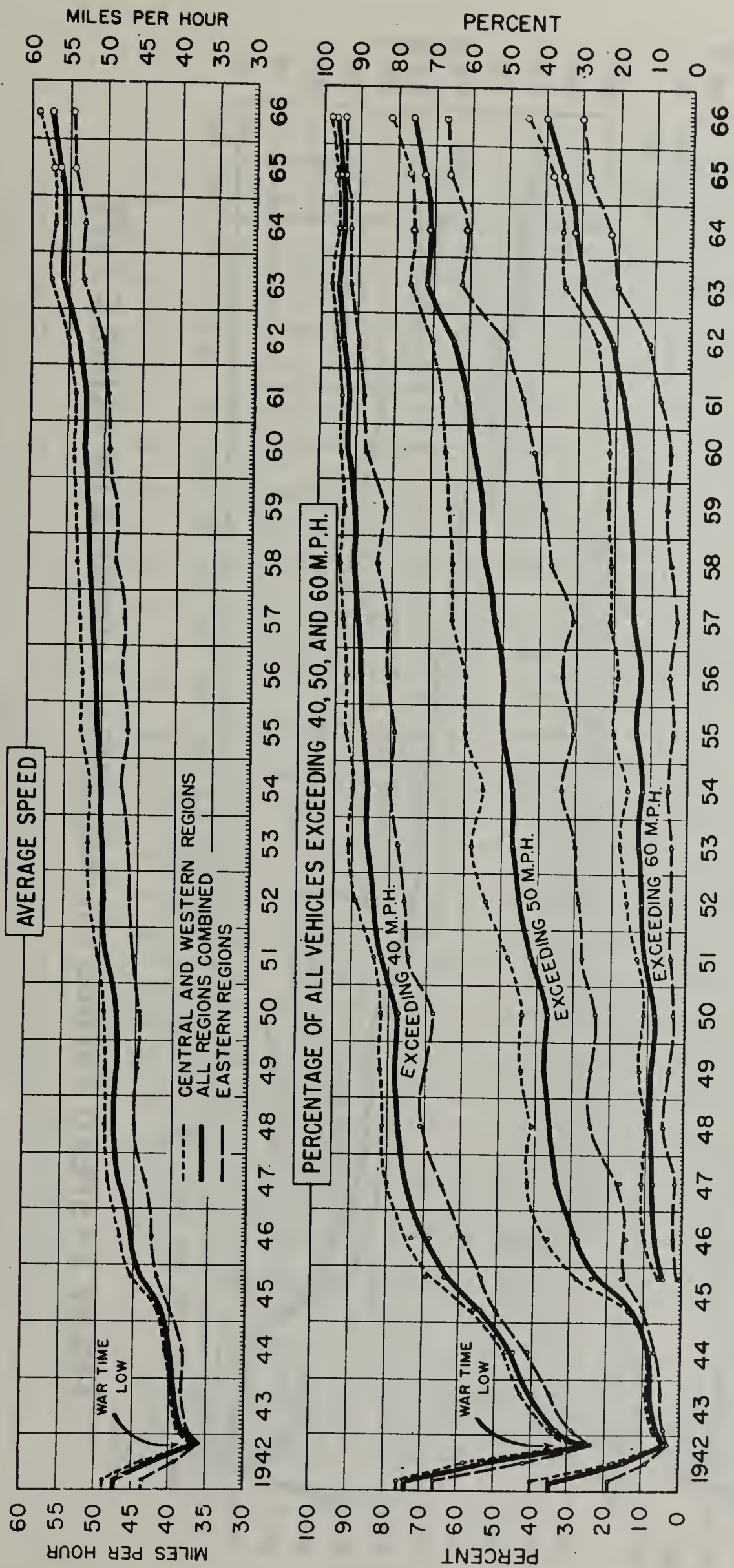


FIGURE 1—SPEED TRENDS ON MAIN RURAL HIGHWAYS BY REGIONS

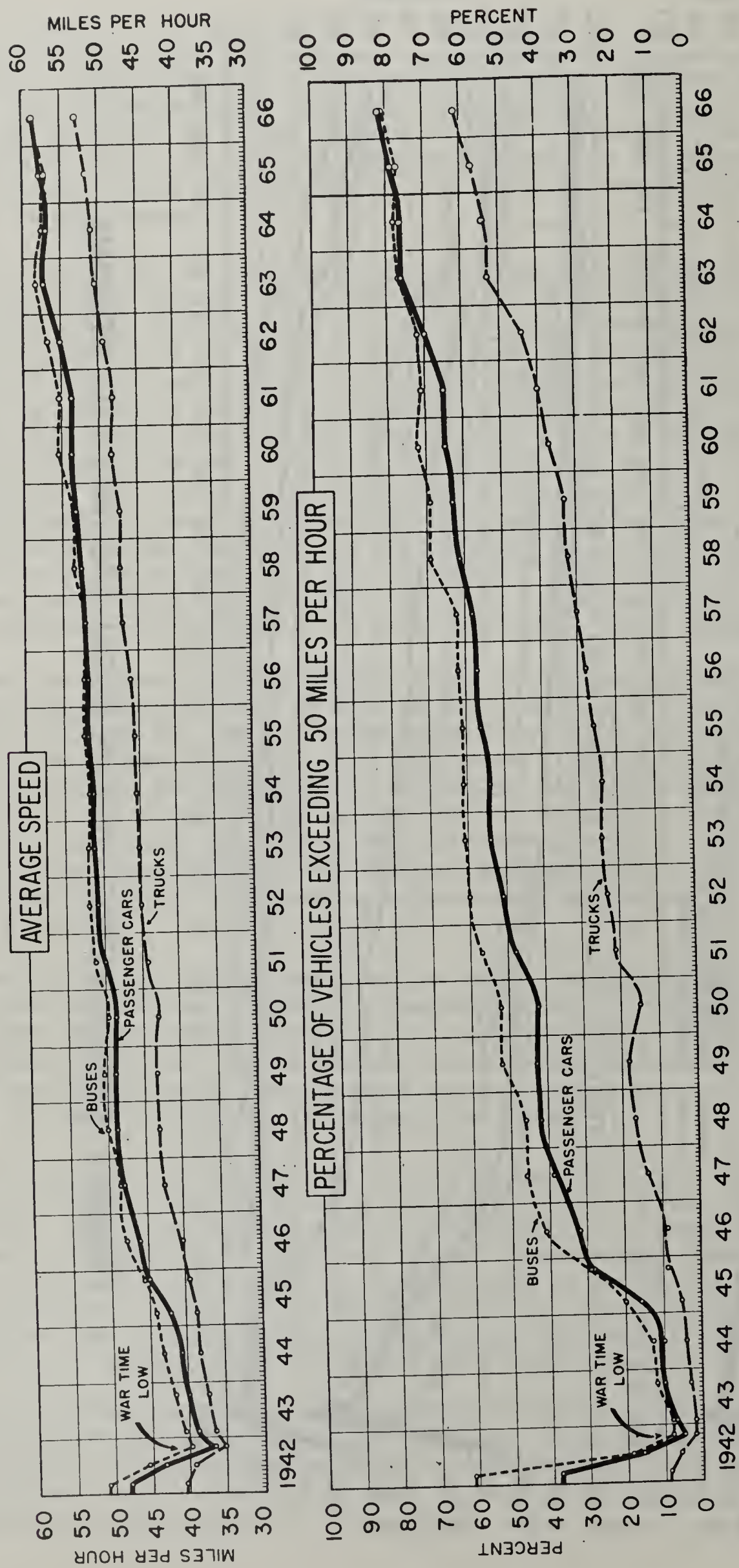


FIGURE 2 - SPEED TRENDS ON MAIN RURAL HIGHWAYS BY VEHICLE TYPE

Table 1a.--Average speeds and percentages of vehicles traveling in excess of various speeds on main rural roads from January 1966 to December 1966

Region and State	Average speed			Speed exceeded																										
	All	P.C.	TK.	35 m.p.h.			40 m.p.h.			45 m.p.h.			50 m.p.h.			55 m.p.h.			60 m.p.h.											
				All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus											
Percentage of vehicles																														
EASTERN REGIONS																														
NEW ENGLAND:																														
Connecticut	54.5	54.9	54.0	53.4	99	100	99	98	95	97	93	92	80	88	75	81	65	74	58	55	53	61	43	52	26	44	32	46	14	37
Maine	58.0	58.6	53.3	59.5	99	100	99	100	98	99	95	95	91	91	84	91	79	80	68	87	63	65	23	73	44	44	25	27	57	27
New Hampshire	51.9	52.1	50.6	56.3	98	98	98	100	88	88	88	100	76	76	78	100	50	50	47	56	37	37	29	50	17	18	10	18	69	8
Rhode Island	54.1	54.4	53.0	59.6	100	100	100	100	97	97	95	100	88	88	85	100	72	74	68	100	49	51	81	81	27	29	22	22	53	53
MIDDLE ATLANTIC:																														
New Jersey	49.2	50.1	47.2	48.2	99	99	98	100	95	97	91	95	76	82	48	70	52	58	39	56	16	20	23	23	6	6	8	4	3	69
New York	59.5	59.9	56.8	60.8	100	100	100	100	100	100	100	99	98	98	96	96	91	92	87	92	75	77	75	75	63	66	66	47	69	8
Pennsylvania	46.9	48.0	44.5	46.8	93	95	89	90	76	81	66	74	52	63	44	53	28	33	32	30	10	16	14	6	4	7	7	2	6	8
SOUTH ATLANTIC:																														
Florida	59.8	61.9	55.3	-	100	100	100	-	99	100	99	-	98	98	95	-	95	97	90	-	79	84	63	-	65	71	71	43	43	32
Georgia	54.3	56.2	51.7	58.4	-	-	-	-	-	-	-	-	87	92	77	97	63	72	46	72	45	54	27	71	22	28	28	18	8	69
North Carolina	58.0	59.2	54.5	63.8	100	100	99	100	98	98	96	100	91	95	86	95	80	86	65	98	61	68	41	98	39	44	21	3	6	8
South Carolina	58.0	59.2	54.0	58.0	100	100	99	100	97	100	98	100	82	84	75	93	61	67	46	85	41	47	23	62	23	39	29	21	4	50
Virginia	53.3	54.8	50.9	59.9	98	98	95	100	92	94	85	100	79	84	64	98	62	70	38	89	42	49	17	75	22	28	28	11	3	50
Average	54.8	55.8	52.2	56.8	99	99	98	99	94	95	92	96	83	87	76	89	67	71	57	75	48	53	34	61	30	34	34	17	17	37
CENTRAL AND WESTERN REGIONS																														
EAST NORTH CENTRAL:																														
Indiana	60.0	62.0	53.8	58.5	100	100	100	100	99	100	98	98	97	93	92	84	91	89	82	67	74	88	49	63	56	68	54	17	9	48
Michigan	59.1	60.9	51.6	-	100	100	99	100	98	98	95	98	96	91	84	100	96	95	85	77	100	77	36	37	20	24	24	7	7	20
Tennessee	48.1	49.5	44.2	50.7	84	86	70	91	71	75	64	81	56	60	47	60	60	46	51	34	49	36	17	37	20	24	24	7	7	20
WEST NORTH CENTRAL:																														
Iowa	53.9	55.7	50.5	-	99	99	98	-	94	97	91	-	83	89	71	-	58	69	65	-	19	47	16	-	19	26	26	6	6	79
Kansas	62.0	63.9	54.7	62.2	100	100	99	100	99	100	98	100	97	99	97	93	100	95	76	100	-	86	44	100	60	70	70	20	20	79
Minnesota	59.0	60.0	54.2	61.3	100	100	100	100	99	100	98	99	96	97	92	92	96	85	88	90	90	86	42	81	40	47	13	13	52	52
Missouri	60.4	62.4	54.9	59.9	100	100	99	100	99	99	97	99	96	97	90	97	97	86	91	72	91	74	52	80	47	59	43	43	68	68
Nebraska	61.2	62.7	54.3	61.2	100	100	100	100	99	100	98	99	97	99	92	99	92	95	95	79	97	86	53	86	60	60	68	17	17	-
North Dakota	59.5	62.4	52.8	-	99	100	96	-	96	99	92	-	92	97	80	-	83	92	92	62	94	71	49	-	48	48	50	20	20	69
South Dakota	59.4	60.2	55.4	62.0	100	100	100	100	98	98	97	100	93	94	89	100	83	85	73	94	-	67	49	84	45	50	50	20	20	-
WEST SOUTH CENTRAL:																														
Arkansas	55.3	57.6	52.2	60.3	99	99	99	100	98	98	97	100	92	95	87	89	89	77	85	65	74	64	32	75	26	35	35	11	11	67
Oklahoma	60.4	61.6	55.0	60.5	100	100	99	100	99	100	98	98	96	98	91	98	92	92	83	83	93	84	61	79	61	67	67	39	39	61
Texas	59.4	61.0	54.9	60.7	100	100	99	100	98	99	97	98	95	97	90	97	83	88	71	85	93	77	50	96	44	53	53	19	19	56
MOUNTAIN:																														
Arizona	62.7	63.7	57.6	67.6	100	100	100	100	99	100	98	100	99	95	95	98	98	94	97	81	100	93	68	100	65	72	72	34	34	98
Colorado	60.1	60.6	55.3	65.8	99	100	96	100	98	98	91	100	94	95	84	100	86	86	87	96	96	74	49	92	52	55	55	23	23	88
Idaho	56.7	58.3	51.7	58.3	99	99	97	100	94	96	88	99	90	93	81	96	86	74	51	68	81	63	32	62	31	37	37	14	14	47
Montana	61.0	63.6	54.2	61.1	100	100	100	100	99	100	99	100	95	95	86	98	86	95	94	78	86	71	32	71	51	66	66	19	19	71
Nevada	59.8	61.9	53.2	57.7	99	100	97	100	99	100	99	100	95	98	88	100	90	94	59	78	86	82	44	57	57	68	68	24	24	43
Utah	58.2	58.3	50.9	61.2	-	-	-	-	-	-	-	-	95	97	81	100	86	90	79	100	100	75	30	100	43	49	49	10	10	80
Wyoming	59.7	61.1	48.3	54.8	100	100	97	100	98	99	86	86	94	97	67	71	85	85	41	64	64	77	22	64	53	58	58	6	6	29
PACIFIC:																														
California	58.7	61.4	51.9	56.8	99	100	99	99	98	99	96	95	94	96	86	90	88	88	58	78	65	74	25	68	43	50	50	6	6	45
Oregon	55.2	61.0	49.4	-	100	100	100	-	97	99	95	-	90	96	81	71	71	87	38	-	52	71	7	-	30	48	48	1	1	-
Washington	57.4	59.1	53.9	-	100	100	99	-	98	99	95	-	93	95	87	-	80	84	66	-	62	68	39	-	35	41	41	14	14	-
Average	58.6	60.4	52.8	60.0	99	99	97	99	97	98	94	97	92	95	84	93	82	87	63	85	65	74	38	75	45	53	53	16	16	60
ALL STATES																														
Average	57.3	58.8	52.6	58.8	99	99	98	99	96	97	93	96	89	92	81	91	76	82	61	81	59	67	37	70	40	47	47	16	16	51

- Indicates data not available.

Table 1b.--Average speeds and percentages of vehicles traveling in excess of various speeds on main rural roads from January 1965 to December 1965

Region and State	Speed exceeded																											
	Average speed				35 m.p.h.				40 m.p.h.				45 m.p.h.				50 m.p.h.				55 m.p.h.				60 m.p.h.			
	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus
Percentage of vehicles																												
Miles per hour																												
EASTERN REGIONS																												

Table 1c.--Average speeds and percentages of vehicles traveling in excess of various speeds on main rural roads from January 1964 to December 1964 (revised)

Table 2a.--Average speeds and percentages of vehicles exceeding various speeds
by type of highway - 1966 studies

No. of States	Type of highway	Average speed m.p.h.			Percent over 35 m.p.h.			Percent over 40 m.p.h.			Percent over 45 m.p.h.			Percent over 50 m.p.h.			Percent over 55 m.p.h.			Percent over 60 m.p.h.		
		All	P.C.	TK.	All	P.C.	TK.	All	P.C.	TK.	All	P.C.	TK.	All	P.C.	TK.	All	P.C.	TK.	All	P.C.	TK.
		Bus			Bus			Bus			Bus			Bus			Bus			Bus		
35	Main rural	57.3	58.8	52.6	58.8	99	98	99	96	97	93	96	89	92	81	91	76	82	61	81	59	67
34	Rural Interstate completed	61.5	63.2	55.6	61.9	100	100	100	99	100	98	98	97	99	93	97	90	95	78	92	78	86
19	Rural Interstate traveled-way 1/	55.3	57.0	51.1	57.3	98	96	98	95	96	92	95	87	90	78	90	70	76	52	77	52	60
11	Urban Interstate completed	52.3	53.1	49.4	56.2	98	96	99	93	94	88	97	83	85	73	86	62	66	50	74	38	41
5	Urban Interstate traveled-way 1/	47.7	48.3	45.7	49.7	90	87	92	81	82	77	84	65	67	55	62	47	49	37	48	25	26
3	Suburban Interstate completed	56.0	57.7	52.4	57.4	100	99	100	98	100	94	100	94	96	85	98	78	85	38	89	56	66
	Freeways and toll roads:																					
	Connecticut freeways	59.5	59.5	-	-	100	100	-	100	100	-	-	100	100	-	-	99	99	-	-	84	84
	Connecticut Turnpike	60.5	60.9	58.8	61.6	100	100	100	100	100	100	100	100	100	100	100	98	98	98	100	91	92
	Indiana I-80 toll	59.3	61.4	53.2	-	100	100	-	100	100	98	-	97	100	88	-	91	97	74	-	79	89
	Maine Turnpike	66.2	-	-	-	100	-	-	100	-	-	-	100	-	-	-	99	-	-	-	94	-
	Michigan freeways	61.3	63.4	52.8	64.4	100	100	100	99	100	97	100	97	99	90	100	89	94	55	97	74	83
	Nevada freeways	62.7	64.2	54.5	55.0	100	100	100	100	100	100	100	100	100	100	100	98	98	93	100	88	94
	New Hampshire Turnpike	62.8	63.3	58.1	62.8	100	100	100	100	100	100	100	100	100	100	100	96	98	82	100	90	93
	New Jersey Garden State Parkway (urban)	58.3	58.3	-	-	100	100	-	100	100	-	-	99	99	-	-	95	95	-	-	75	75
	New York Thruway	62.9	63.4	59.0	66.3	100	100	100	100	100	100	100	100	100	100	100	100	100	98	100	96	97
	Oklahoma turnpikes	61.6	62.9	55.8	59.6	100	100	100	100	100	100	100	100	100	99	100	94	96	81	100	78	85
	Oregon freeways	61.7	67.2	50.7	-	100	100	-	99	100	99	-	98	100	93	-	83	99	52	-	66	95
	Pennsylvania freeways	49.6	51.2	46.6	49.3	99	98	99	91	95	83	86	76	84	59	71	39	50	18	36	17	23
	Rhode Island freeways (rural)	58.3	58.4	57.6	60.7	100	100	100	100	100	100	100	99	99	99	100	92	92	91	100	76	77
	Rhode Island freeways (urban)	52.6	52.9	51.3	57.1	100	100	100	97	98	96	100	86	87	81	100	63	68	58	94	38	39
	Texas Ft. Worth-Dallas Turnpike	63.4	64.8	57.8	64.7	100	100	100	100	100	99	100	99	99	95	100	94	97	83	100	87	91
	Texas Stemmons Freeway	53.7	53.3	54.4	48.0	100	100	100	97	96	100	57	92	90	95	43	67	66	43	67	43	40
16	Rural secondary	49.6	50.7	47.0	45.4	92	89	87	82	85	78	62	69	72	63	32	51	55	40	26	32	35
14	Urban primary	48.2	49.4	45.5	52.0	88	95	88	78	79	74	77	65	67	56	66	46	50	36	58	25	29
4	Urban secondary	31.2	31.5	29.8	25.7	31	32	30	14	14	13	0	7	7	7	0	2	2	2	0	1	1
5	Suburban primary	49.9	51.0	47.4	55.2	97	98	100	87	90	82	100	70	75	60	100	49	54	36	81	27	31
3	Suburban secondary	44.3	45.2	40.7	39.4	82	84	57	62	63	42	57	43	47	29	17	19	21	11	0	11	13

1/ Rural Interstate traveled-way includes roads, and urban Interstate traveled-way includes streets that are adequate for present traffic but have not been upgraded to full Interstate design standards, and those older sections of existing roads and streets that are presently serving the Interstate traffic in Interstate corridors.
- Indicates data not available.

Table 2b.--Average speeds and percentages of vehicles exceeding various speeds
by type of highway - 1965 studies

No. of States	Type of highway	Average speed m.p.h.			Percent over 35 m.p.h.			Percent over 40 m.p.h.			Percent over 45 m.p.h.			Percent over 50 m.p.h.			Percent over 55 m.p.h.			Percent over 60 m.p.h.		
		All	P.C.	TK.	All	P.C.	TK.	All	P.C.	TK.	All	P.C.	TK.	All	P.C.	TK.	All	P.C.	TK.	All	P.C.	TK.
		Bus			Bus			Bus			Bus			Bus			Bus			Bus		
37	Main rural	56.4	57.8	51.8	99	99	97	99	99	92	88	90	89	73	79	57	56	62	34	34	40	15
35	Rural Interstate completed	60.6	62.1	54.7	99	100	99	99	99	97	96	98	91	88	92	74	72	81	47	82	51	21
19	Rural Interstate traveled-way 1/	55.6	56.9	52.8	99	99	97	99	94	96	86	89	77	71	77	52	52	60	27	62	29	9
11	Urban Interstate completed	53.1	54.0	51.4	98	98	96	94	92	88	82	85	73	63	67	48	42	46	25	40	20	11
5	Urban Interstate traveled-way 1/	46.8	48.6	47.1	87	89	82	85	76	77	61	63	51	43	47	33	23	25	17	35	11	4
3	Suburban Interstate completed	54.4	56.1	51.4	99	100	99	100	98	99	88	92	82	70	77	57	44	53	30	55	13	10
	Freeways and toll roads:																					
	Connecticut freeways	59.1	59.1	-	100	100	-	-	100	100	-	-	-	99	99	-	75	75	-	-	38	-
	Connecticut Turnpike	60.7	63.0	58.6	100	100	100	100	100	100	100	100	100	99	99	98	92	94	83	84	46	49
	Indiana I-80 toll	54.4	56.2	50.7	100	100	100	-	100	100	95	97	91	80	85	69	58	69	35	-	27	7
	Maine Turnpike	65.3	-	-	100	-	-	-	100	-	100	-	-	99	-	-	92	-	-	-	81	-
	Michigan freeways	61.5	63.6	52.9	100	100	100	100	99	100	97	99	90	90	94	67	75	85	33	80	55	9
	Nevada freeways	57.5	59.9	51.9	100	100	100	100	99	100	96	98	93	86	92	73	59	73	29	100	43	13
	New Hampshire Turnpike	60.0	60.4	57.4	100	100	100	100	100	100	100	100	100	90	90	85	79	81	63	100	44	36
	New Jersey Garden State Parkway (urban)	51.3	51.3	-	100	100	-	-	99	99	84	84	-	66	66	-	30	30	-	-	9	-
	New York Thruway	62.9	63.4	58.7	100	100	100	100	100	100	100	100	100	100	100	100	97	98	91	100	84	46
	Oklahoma turnpikes	61.2	63.1	56.0	100	100	100	100	100	100	99	100	95	96	98	83	85	91	56	86	71	31
	Oregon freeways	58.8	63.1	50.4	100	100	100	-	100	100	98	99	94	74	92	38	58	83	7	-	44	0
	Pennsylvania freeways	49.5	50.5	47.5	99	99	98	98	90	95	74	82	60	39	50	18	17	23	5	16	2	3
	Rhode Island freeways (rural)	57.8	58.1	56.8	100	100	100	100	100	100	99	100	98	92	93	87	74	76	65	98	44	35
	Rhode Island freeways (urban)	53.1	53.4	51.4	100	100	100	100	97	98	86	87	81	63	68	58	38	39	32	66	17	11
	Texas Ft. Worth-Dallas Turnpike	63.3	65.2	58.4	100	100	100	100	100	100	98	99	96	94	97	88	86	92	70	100	62	31
	Texas Stemmons Freeway	56.6	60.0	53.2	100	100	100	100	98	100	94	99	89	80	92	67	61	83	39	73	27	8
18	Rural secondary	49.2	50.2	46.3	92	93	88	80	80	82	67	70	56	48	51	35	28	31	17	29	13	6
13	Urban primary	47.2	48.3	44.9	86	87	84	84	76	78	62	65	53	43	47	32	27	29	15	28	13	6
3	Urban secondary	33.1	33.6	32.0	36	36	30	8	20	20	11	12	8	5	8	2	2	3	1	0	1	0
5	Suburban primary	50.9	52.9	48.1	98	99	97	100	89	95	72	80	69	51	58	45	30	35	22	36	19	12
2	Suburban secondary	45.0	49.1	43.5	84	84	83	100	68	68	47	50	40	26	29	18	14	17	7	0	6	1

1/ Rural Interstate traveled-way includes roads, and urban Interstate traveled-way includes streets that are adequate for present traffic but have not been upgraded to full Interstate design standards, and those older sections of existing roads and streets that are presently serving the Interstate traffic in Interstate corridors.
- Indicates data not available.

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TRAFFIC SPEED TRENDS

April 1968

Speed data collected by 35 States in 1967 are summarized in tables 1 and 2. Speed data have been collected by the States and summarized by the Bureau of Public Roads since 1942. Data are collected on level, straight sections of main rural roads and on urban streets during off-peak periods of the day when traffic densities are low and drivers travel at their desired speeds. Figures 1 and 2 show a continuing upward trend in desired speeds.

A recent increase in average speeds and the percent of vehicles exceeding 60 m.p.h. is evident from figure 1. Data for Interstate projects opened to traffic are included. In 1967, 39 States had a maximum daytime speed limit for passenger cars on the rural Interstate System exceeding that of other rural highways by 5 m.p.h. or more. Increased average speeds are likely as the mileage of completed Interstate increases.

As shown in figure 2, the average speeds and percent of vehicles exceeding 50 m.p.h. for buses and passenger cars are nearly the same. The average speed for trucks remains about 5 m.p.h. below that of passenger cars.

Speed data are summarized in table 1 by State and regions for main rural roads. Table 2 includes data for various highway categories. Both tables 1 and 2 now show values for speeds over 65 m.p.h. The main rural category includes both toll and free sections of completed rural Interstate, rural Interstate traveled-way, and other primary roads. The Interstate traveled-way consists of those roads and streets which furnish connections between completed portions of the Interstate System and presently serve the traffic which will use the Interstate System when completed. Table 1 shows annual increases in 1967 for average speeds of 0.7 m.p.h. for passenger cars, 0.5 m.p.h. for trucks and 0.6 m.p.h. for buses. The average speed for all vehicles of 58.0 m.p.h. is 0.7 m.p.h. greater than in 1966. With improvements in vehicles and highways, 12 percent of all vehicles now travel 70 m.p.h. and over, approximately the same proportion exceeding 60 m.p.h. in 1957. During this ten year period the percent of vehicles exceeding 60 m.p.h. has tripled. Table 2 shows that average speeds on the completed portions of the Interstate System are greater by 5 m.p.h. or more than on the existing Interstate traveled-way sections.

Efforts are continuing to provide comprehensive coverage by characteristics of vehicle, roadway, and driver, needed for operational studies of rural highways and urban streets.

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Table 1.--Average speeds of vehicles and percentages of vehicles traveling in excess of various speeds, on level, straight sections of main rural roads, including the Interstate System for 1967.

Region and State	Average speed		Speed exceeded												Percentage of vehicles			
			35 m.p.h.		40 m.p.h.		45 m.p.h.		50 m.p.h.		55 m.p.h.		60 m.p.h.				65 m.p.h.		70 m.p.h.
	All	P.C.	TK.	Bus	All P.C. TK. Bus	All P.C. TK. Bus	All P.C. TK. Bus	All P.C. TK. Bus	All P.C. TK. Bus	All P.C. TK. Bus	All P.C. TK. Bus	All P.C. TK. Bus	All P.C. TK. Bus	All P.C. TK. Bus	All P.C. TK. Bus	All P.C. TK. Bus	All P.C. TK. Bus	
	Miles per hour																	
EASTERN REGIONS																		
NEW ENGLAND:																		
Connecticut	54.9	55.5	52.4	56.7	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Maine	59.2	59.5	53.8	59.7	100	100	100	99	98	98	94	98	93	94	83	86	75	69
New Hampshire	54.2	54.4	52.4	55.9	100	100	100	100	100	100	94	94	92	86	81	91	60	45
Rhode Island	55.4	56.0	54.3	60.5	100	100	100	100	100	98	98	97	91	92	88	100	72	56
MIDDLE ATLANTIC:																		
New Jersey	49.5	50.7	47.2	48.4	99	100	98	100	96	98	94	89	82	87	71	79	59	45
New York	59.0	59.4	55.9	59.8	100	100	100	100	99	99	99	98	95	95	93	93	87	75
Pennsylvania	48.7	49.9	45.0	50.4	96	98	95	92	87	91	80	84	70	76	56	68	42	23
SOUTH ATLANTIC:																		
Florida	60.3	61.3	55.1	58.7	100	100	100	100	100	100	100	100	99	100	96	95	96	88
Georgia	57.0	58.7	52.9	56.6	99	100	100	100	98	100	98	100	93	95	84	87	76	62
North Carolina	57.4	58.7	54.1	63.5	99	99	98	100	96	97	93	100	91	93	83	100	77	59
South Carolina	59.3	61.0	54.4	60.7	99	100	99	100	98	100	85	100	95	98	87	100	87	79
Virginia	53.1	54.4	48.3	61.4	97	97	96	100	91	93	85	100	78	82	65	100	60	41
Average	55.7	56.6	52.2	57.6	99	99	99	99	96	97	93	97	89	91	82	91	73	55
CENTRAL AND WESTERN REGIONS																		
EAST NORTH CENTRAL:																		
Indiana	59.1	61.8	55.1	58.0	100	100	100	100	99	100	98	95	98	99	93	92	92	80
Michigan	59.1	60.7	52.5	58.0	100	100	100	100	99	98	98	95	93	94	87	92	83	67
Wisconsin	59.8	62.2	52.8	63.3	100	100	100	100	99	99	97	100	95	97	85	100	85	70
EAST SOUTH CENTRAL:																		
Mississippi	52.2	53.7	47.8	57.2	95	96	90	95	84	88	76	92	70	76	57	90	48	30
Tennessee 1/	42.1	43.0	40.1	44.7	75	78	70	84	61	65	54	67	36	40	28	47	22	9
WEST NORTH CENTRAL:																		
Kansas	64.2	65.4	56.6	67.5	100	100	100	100	100	100	99	100	98	99	94	100	94	84
Missouri	60.3	62.3	55.0	61.8	100	100	100	97	99	99	97	97	95	98	92	97	85	75
Nebraska	62.1	63.7	55.5	64.0	100	100	100	100	100	100	98	99	93	96	82	96	93	82
North Dakota	61.7	63.8	55.0	64.0	100	100	98	95	98	99	95	95	95	98	89	82	82	77
South Dakota	60.2	61.2	55.9	57.1	99	99	100	96	98	98	93	89	95	95	93	82	85	72
WEST SOUTH CENTRAL:																		
Arkansas	54.1	56.8	50.3	52.5	100	100	100	100	97	98	96	100	90	95	84	100	71	44
Oklahoma	60.8	62.0	56.3	62.5	100	100	100	100	99	100	97	100	96	98	88	96	91	79
Texas	57.9	59.5	53.2	59.7	99	100	98	95	96	98	93	95	92	94	85	90	76	63
MOUNTAIN:																		
Arizona	63.8	64.7	56.2	66.1	100	100	100	100	100	100	96	100	99	100	92	100	94	89
Colorado	62.0	62.8	55.1	61.5	100	100	97	100	99	100	93	100	96	98	84	100	90	80
Idaho	56.4	57.6	53.2	59.1	100	100	100	100	96	97	92	98	91	94	81	98	73	57
Montana	62.4	65.2	54.7	60.3	100	100	100	100	99	100	97	100	97	98	91	100	90	85
Nevada	64.7	67.0	57.8	63.3	99	100	97	100	99	99	96	100	97	99	93	100	92	83
New Mexico	65.1	66.9	60.5	66.8	100	100	100	100	100	100	100	100	99	100	98	100	95	89
Utah	60.4	61.2	53.6	60.0	100	100	100	100	95	98	87	100	95	98	87	100	90	77
Wyoming	61.2	61.9	50.9	64.0	100	100	100	97	100	99	93	100	97	98	87	100	91	80
PACIFIC:																		
Oregon	56.7	60.1	50.0	58.0	100	100	99	95	98	99	96	95	91	95	84	95	68	47
Washington	57.2	58.1	53.4	58.0	100	100	100	100	98	98	95	95	92	93	86	95	78	61
Average	59.3	61.0	53.6	60.5	99	99	97	98	95	97	93	95	92	94	85	94	82	69
ALL STATES																		
Average	58.0	59.5	53.1	59.4	99	99	93	97	95	97	93	95	91	93	84	93	79	64

1/ Data from stations on sections of the Rural Interstate System completed to standards were not included in this years summary.
- Indicates data not available.

Table 2.--Average speeds of vehicles and percentages of vehicles exceeding various speeds by type of highway in 1967.

No. of States	Type of highway	Average speed	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent over	Percent 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Percentages for 65 m.p.h. and 70 m.p.h. are based respectively on 32 and 29 States for Main Rural roads; 32 and 28 States for Rural Interstate Completed; 16 and 14 States for Rural Interstate Traveled-way; 11 and 10 States for Urban Interstate Completed. 2/ Rural Interstate traveled-way includes roads, and urban Interstate traveled-way includes streets that are adequate for present traffic but have not been upgraded to full Interstate design standards, and those older sections of existing roads and streets that are presently serving the Interstate traffic in Interstate corridors. Indicates data not available.

Not computed

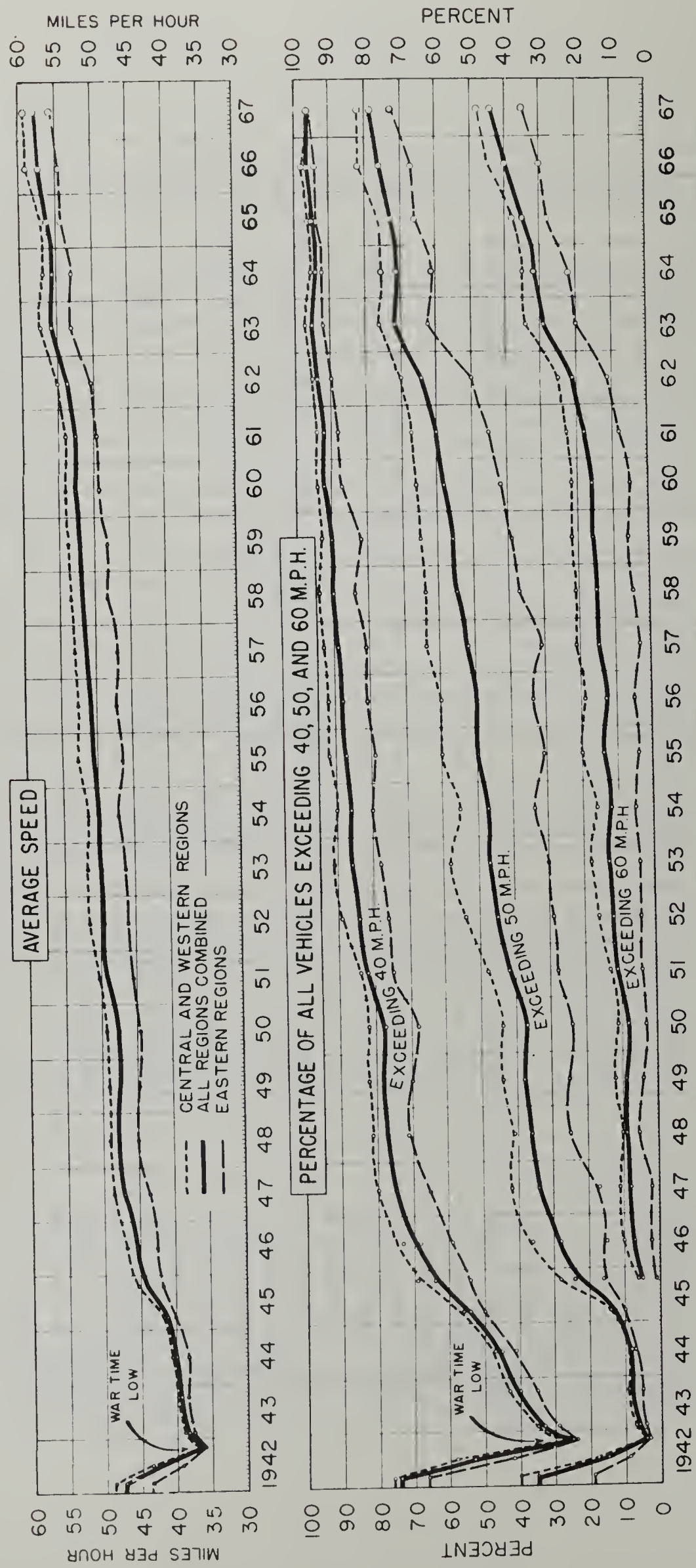


FIGURE 1-SPEED TRENDS ON MAIN RURAL HIGHWAYS BY REGIONS

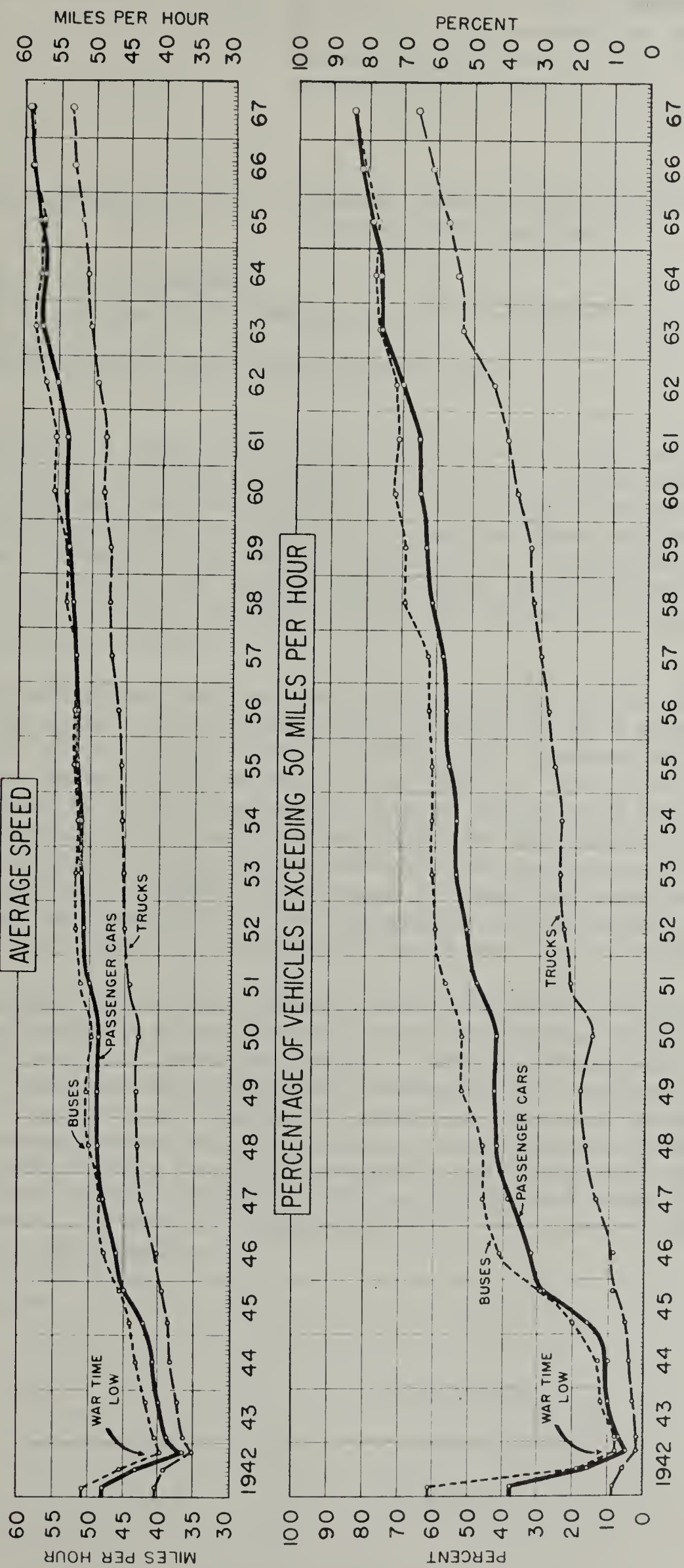


FIGURE 2 - SPEED TRENDS ON MAIN RURAL HIGHWAYS BY VEHICLE TYPE

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April 16, 1969

CIRCULAR MEMORANDUM TO: Regional Federal Highway Administrators
and Division Engineers

FROM: G. E. Marple
33-26 Director of Planning

G. E. Marple

SUBJECT: 1969 Traffic Speed Trends Report

Enclosed is a copy of the 1969 Traffic Speed Trends Report. In the 1969 report a new table 2 has been included showing speed data by State for the completed sections of the rural Interstate System. The data which were in table 2 in previous years are now shown in table 3. Since significant percentages of the vehicles observed at speed study stations now travel at speeds in excess of 65 m.p.h. and 70 m.p.h., entries for these ranges are shown in the tables beginning with the 1968 report.

The report shows that the trend toward higher speeds continues. The average speed for all free moving vehicles of 59.0 m.p.h. for 1968 was 1.0 m.p.h. greater than in 1967. This increase is equal to the average annual increase since World War II. The percent of vehicles exceeding 60 m.p.h. has nearly tripled in the past ten years on all main rural roads. The data indicate that more than 50 percent of the free moving vehicles on straight open road exceed 60 m.p.h. in many States. In 1968, the percent of vehicles exceeding 60 m.p.h. on completed sections of the Interstate was 50 percent greater than on all main rural roads which includes the Interstate System.

The higher speeds and reduced travel time made possible by the higher design standards of the Interstate System bring economic benefits to the traveling public. Thirteen States have provided speed data for urban completed Interstate and traveled way. Data which will provide meaningful comparisons between the speeds on the Interstate System and older primary roads of lower design standards--preferably within the same corridors, both rural and urban--are needed for PPBS analysis as well as traffic and other planning analyses. Efforts to obtain additional coverage in these areas will be appreciated.

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TRAFFIC SPEED TRENDS

March 1969

The results of speed studies conducted in 1968 by 27 States observing over 480,000 vehicles are summarized in tables 1 and 2. Speed data have been collected by the States and summarized by the Bureau of Public Roads since 1942. Data are collected on level, straight sections of main rural roads and on urban streets during off-peak periods of the day when traffic densities are low and drivers travel at their desired speeds.

Figures 1 and 2 show a continuing upward trend in desired speeds. Figure 1 shows that average speeds and the number of vehicles exceeding 60 m.p.h. continue to increase. Data for completed Interstate sections are included. The majority of States have a maximum daytime speed limit for passenger cars on the rural Interstate System which exceeds that of other rural highways by 5 m.p.h. or more. Increased average speeds are likely as the mileage of completed Interstate increases.

As shown in figure 2, the average speeds and percent of vehicles exceeding 50 m.p.h. for buses and passenger cars are nearly the same. The average speed for trucks remains about 6 m.p.h. below that of passenger cars; although the percent of trucks exceeding 50 m.p.h. continues to increase at a slightly higher rate than passenger cars.

Table 1 summarizes speed data by State and regions for main rural roads. It shows annual increases in average speeds for 1968 of 0.9 m.p.h. for passenger cars and trucks, and 1.1 m.p.h. for buses. The average speed for all vehicles of 59.0 m.p.h. is 1.0 m.p.h. greater than in 1967. Twelve percent of all vehicles now travel 70 m.p.h. and over, the same as in 1967. Approximately the same proportion exceeded 60 m.p.h. in 1958. During this ten-year period the percent of vehicles exceeding 60 m.p.h. has nearly tripled.

Of the States reporting, the highest average speeds were recorded in Arizona--64.4 m.p.h., and the lowest in New Jersey--49.8 m.p.h. The difference of 14.6 m.p.h. is close to the difference in speed limits between the States. Large differences in average speeds among States and regions occur because of differences in terrain and land uses. Speed limits are established accordingly for safe and efficient use of the highways.

Speed data for completed sections of the rural Interstate System by State are included for the first time in table 2. The average speed for all vehicles was 62.8 m.p.h. On these sections of the Interstate, 62 percent of the vehicles traveled over 60 m.p.h., nearly 50 percent larger than the percent observed on all main rural roads which includes the Interstate System. These speeds are indicative of the higher speed limits made possible by the design standards used for the Interstate System.

Table 3 includes data for various highway categories and shows that average speeds on the completed portions of the Interstate System are greater by 4 m.p.h. or more than on the existing Interstate traveled-way sections. The Interstate traveled-way consists of older roads and streets which connect completed portions of the Interstate System and presently serve the traffic which will use the Interstate System when completed. The main rural category includes both toll and free sections of completed rural Interstate, rural Interstate traveled-way, and other primary roads.

Efforts are continuing to provide comprehensive coverage by characteristics of vehicle, roadway, and driver, needed for operational studies of rural highways and urban streets.

Table 1.--Average speeds of vehicles and percentages of vehicles traveling in excess of various speeds, on level, straight sections of main rural roads, including the Interstate System for 1968

Region and State	Average speed		Speed exceeded																																		
			Percentage of vehicles																																		
	All	P.C.	TK.	Bus	35 m.p.h.		40 m.p.h.		45 m.p.h.		50 m.p.h.		55 m.p.h.		60 m.p.h.		65 m.p.h.		70 m.p.h.																		
					All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus													
Miles per hour																																					
EASTERN REGIONS																																					
NEW ENGLAND:																																					
Maine	57.9	58.7	53.4	57.6	100	100	100	100	98	96	98	98	91	92	84	78	79	80	65	72	62	65	45	64	44	47	21	50	27	35	7	38	11	12	1	4	
New Hampshire	56.3	56.5	54.8	56.3	99	99	99	100	92	93	92	98	87	87	86	90	68	68	64	78	57	57	52	71	34	35	21	42	23	24	11	37	7	7	2	11	
MIDDLE ATLANTIC:																																					
New Jersey	49.8	51.2	47.6	47.0	99	100	96	96	95	96	90	75	77	83	67	72	57	63	44	46	21	27	12	33	8	11	3	0	1	2	0	0	0	0			
New York	59.9	60.2	57.3	61.5	100	100	100	100	100	100	100	100	97	97	96	100	91	92	88	87	77	79	68	72	64	66	47	60	32	34	17	34	-	-	-		
Pennsylvania	50.6	51.8	45.0	51.0	99	99	97	92	93	95	88	87	77	83	66	67	49	56	53	54	23	29	12	34	8	11	2	12	2	3	0	7	-	-	-		
SOUTH ATLANTIC:																																					
Florida	58.8	59.5	52.5	-	100	100	100	-	100	100	100	-	90	91	82	-	72	75	57	-	55	59	35	-	30	34	11	-	16	19	4	-	4	4	0	-	
North Carolina	57.3	58.0	54.7	63.5	100	100	100	100	97	98	95	100	91	93	85	100	88	83	65	100	58	65	43	88	32	37	17	63	9	11	2	28	-	-	-	0	-
South Carolina	61.2	61.8	58.6	63.5	100	100	100	100	100	100	100	100	99	99	98	100	93	95	87	100	80	84	69	100	53	60	36	50	22	35	11	50	7	9	1	0	
Virginia	55.9	57.3	50.0	63.4	100	100	100	100	97	99	93	100	87	91	71	100	72	80	44	93	51	59	20	90	28	32	6	68	12	14	2	23	-	-	-	-	
Average	56.4	57.2	52.7	58.0	100	100	99	99	97	98	95	95	88	91	82	79	74	77	61	79	54	58	40	69	33	37	18	43	17	20	6	27	6	6	1	4	
CENTRAL AND WESTERN REGIONS																																					
EAST NORTH CENTRAL:																																					
Michigan	59.5	61.4	53.6	64.6	99	100	99	100	98	98	96	100	94	95	88	97	84	88	74	90	68	75	43	84	48	63	15	81	28	35	2	38	13	16	0	23	
EAST SOUTH CENTRAL:																																					
Mississippi	54.6	56.1	50.0	56.3	96	97	93	98	86	89	79	93	73	77	60	81	56	62	38	66	41	47	21	45	23	28	8	33	12	15	3	13	4	6	0	0	
WEST NORTH CENTRAL:																																					
Kansas	64.0	66.6	57.1	66.1	100	100	100	100	99	100	99	100	98	99	95	100	93	97	84	100	83	91	63	100	68	80	33	100	47	60	12	57	27	35	5	14	
Minnesota	61.5	63.3	54.8	-	100	100	100	-	99	99	98	-	97	97	94	-	91	94	78	-	86	80	53	-	98	67	20	-	36	43	5	-	15	18	1	-	
Missouri	61.6	63.3	57.0	62.2	100	100	100	100	99	100	98	100	98	99	94	100	90	94	91	97	69	86	65	91	52	62	25	63	33	42	9	15	10	13	1	0	
North Dakota	62.2	64.2	55.5	-	100	100	99	-	98	99	97	-	96	98	89	-	89	94	73	-	79	95	53	-	98	68	26	-	38	46	11	-	17	21	5	-	
South Dakota	62.7	63.9	58.1	64.1	99	99	98	98	98	99	98	96	96	96	94	91	90	92	84	91	77	82	61	89	57	64	30	82	34	41	10	33	18	21	2	13	
WEST SOUTH CENTRAL:																																					
Arkansas	54.9	57.5	51.5	51.8	98	98	97	100	93	95	89	79	86	89	77	69	70	78	59	41	57	70	35	33	30	41	13	10	14	21	5	0	6	8	2	0	
Oklahoma	60.5	61.9	54.7	59.6	100	100	99	100	99	100	98	99	96	98	90	94	89	96	81	93	74	83	59	78	56	72	35	60	25	36	10	31	11	17	4	11	
Texas	59.4	61.1	54.6	60.1	99	100	98	96	96	98	93	95	92	94	85	70	76	82	61	81	63	69	43	69	38	46	15	59	24	29	7	44	7	9	1	6	
MOUNTAIN:																																					
Arizona	64.4	65.1	57.7	67.4	100	100	100	100	100	100	98	100	99	100	93	100	96	97	81	100	90	91	79	100	72	75	39	95	51	54	20	90	15	16	5	42	
Colorado	61.4	62.3	53.7	65.2	100	100	93	100	98	100	90	100	96	98	82	100	90	93	72	100	79	82	51	86	57	62	22	72	34	38	9	56	11	12	1	25	
Idaho	58.1	59.7	54.2	61.4	99	99	99	100	95	97	91	100	90	92	86	100	76	80	68	100	63	68	56	85	57	65	45	53	26	32	10	39	9	12	2	0	
Montana	63.9	66.6	55.8	63.1	100	100	100	100	99	100	98	100	97	99	93	98	93	96	81	98	81	90	54	92	62	75	23	86	42	54	8	67	25	39	3	50	
Nevada	63.0	65.5	56.5	62.6	100	100	100	100	99	100	97	100	98	100	92	100	94	98	83	100	83	91	59	88	68	79	38	63	43	53	16	50	24	30	6	13	
Utah	61.0	61.5	54.0	63.0	-	-	-	-	-	-	-	-	96	96	87	90	91	94	74	86	80	84	50	66	58	63	23	24	31	34	6	39	11	13	1	19	
PACIFIC:																																					
Oregon	58.1	61.4	51.6	-	100	100	100	-	97	99	95	-	92	96	86	-	80	89	63	-	59	77	23	-	38	55	5	-	23	34	1	-	10	15	0	-	
Washington	56.5	57.5	52.6	-	100	100	100	-	96	97	94	-	89	90	83	-	76	79	62	-	58	63	36	-	32	38	11	-	14	16	3	-	3	4	14	-	
Average	60.4	62.2	54.6	62.0	99	100	99	99	97	98	94	97	94	95	87	94	85	89	73	89	72	79	50	79	51	60	22	63	31	38	8	41	13	17	3	15	
ALL STATES																																					
Average	59.0	60.4	54.0	60.5	99	100	99	99	97	98	95	96	92	94	85	92	81	85	69	85	66	72	47	75	45	52	21	56	25	32	7	36	12	14	2	13	

- Indicates data not available.

Table 2.--Average speeds of vehicles and percentages of vehicles traveling in excess of various speeds, on level, straight sections of the completed portions of the rural Interstate System for 1968

Region and State	Average speed m.p.h.	Speed exceeded												Speed limit m.p.h.	Number of stations
		Percentage of vehicles													
		Miles per hour													
		All P.C. Tr. Bus	40 m.p.h. All P.C. Tr. Bus	45 m.p.h. All P.C. Tr. Bus	50 m.p.h. All P.C. Tr. Bus	55 m.p.h. All P.C. Tr. Bus	60 m.p.h. All P.C. Tr. Bus	65 m.p.h. All P.C. Tr. Bus	70 m.p.h. All P.C. Tr. Bus	75 m.p.h. All P.C. Tr. Bus	80 m.p.h. All P.C. Tr. Bus	85 m.p.h. All P.C. Tr. Bus	90 m.p.h. All P.C. Tr. Bus		
NEW ENGLAND:															
Maine	64.1	64.8	57.4	65.6	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	70	5	
New Hampshire	62.6	63.0	60.1	66.8	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	70 2/	4	
MIDDLE ATLANTIC:															
New Jersey	54.5	56.9	51.8	51.3	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	50	1	
New York	62.8	63.2	59.7	63.8	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	65 2/	25	
Pennsylvania	54.7	56.4	51.3	56.7	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	60 2/	4	
SOUTH ATLANTIC:															
Florida	64.8	65.2	57.8	-	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	70	4	
North Carolina	61.1	62.1	58.3	66.5	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	65	5	
South Carolina	64.5	66.0	60.1	-	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	70	2	
Virginia	62.5	63.4	53.2	64.4	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	65	1	
EAST NORTH CENTRAL:															
Michigan	62.0	64.2	55.0	66.8	100 100 99 100	100 100 98 100	100 100 93 100	100 100 93 100	100 100 93 100	100 100 93 100	100 100 93 100	100 100 93 100	70	6	
EAST SOUTH CENTRAL:															
Mississippi	60.7	62.9	54.2	61.1	100 100 99 100	100 100 99 100	100 100 93 97	100 100 82 95	100 100 82 95	100 100 82 95	100 100 82 95	100 100 82 95	3/	12	
WEST NORTH CENTRAL:															
Kansas	68.4	70.7	58.7	-	100 100 100 100	100 100 100 100	100 100 99 100	100 100 99 100	100 100 99 100	100 100 99 100	100 100 99 100	100 100 99 100	75	3	
Minnesota	65.3	67.0	55.7	-	100 100 100 100	100 100 100 100	100 100 99 100	100 100 93 100	100 100 93 100	100 100 93 100	100 100 93 100	100 100 93 100	70	3	
Missouri	63.8	65.6	58.6	63.3	100 100 100 100	100 100 100 100	100 100 100 100	100 100 98 100	100 100 98 100	100 100 98 100	100 100 98 100	100 100 98 100	70	3	
North Dakota	66.7	69.3	57.2	-	100 100 99 100	100 100 99 100	100 100 98 100	100 100 91 100	100 100 91 100	100 100 91 100	100 100 91 100	100 100 91 100	75	4	
South Dakota	66.4	67.8	60.9	67.4	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	75	6	
WEST SOUTH CENTRAL:															
Arkansas	59.8	62.0	54.4	-	100 100 96 100	100 100 96 100	100 100 82 100	100 100 82 100	100 100 82 100	100 100 82 100	100 100 82 100	100 100 82 100	70	1	
Oklahoma	62.4	63.4	57.0	58.8	100 100 99 100	100 100 99 100	100 100 99 100	100 100 96 100	100 100 96 100	100 100 96 100	100 100 96 100	100 100 96 100	70 2/	11	
Texas	60.0	61.6	54.9	59.2	100 100 99 100	100 100 99 100	100 100 97 94	100 100 84 87	100 100 84 87	100 100 84 87	100 100 84 87	100 100 84 87	70 2/	12	
MOUNTAIN:															
Arizona	66.1	66.9	58.3	66.7	100 100 100 100	100 100 100 100	100 100 99 100	100 100 95 100	100 100 95 100	100 100 95 100	100 100 95 100	100 100 95 100	70	8	
Colorado	63.5	64.7	55.3	70.5	99 100 91 100	99 100 91 100	99 100 89 100	99 100 85 100	99 100 85 100	99 100 85 100	99 100 85 100	99 100 85 100	70	4	
Idaho	60.9	62.7	56.7	64.0	99 99 98 100	99 99 98 100	99 100 96 96	99 100 91 92	99 100 91 92	99 100 91 92	99 100 91 92	99 100 91 92	70 2/	7	
Montana	65.1	67.7	57.4	64.0	100 100 100 100	100 100 100 100	100 100 99 100	100 100 97 99	100 100 97 99	100 100 97 99	100 100 97 99	100 100 97 99	4/	2	
Nevada	65.5	67.4	58.7	69.3	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	100 100 100 100	4/	2	
Utah	65.0	66.0	59.0	69.3	100 100 100 100	100 100 100 100	100 100 100 100	100 100 98 100	100 100 98 100	100 100 98 100	100 100 98 100	100 100 98 100	70	2	
PACIFIC:															
Oregon	61.1	55.2	53.3	-	100 100 100 100	100 100 100 100	100 100 96 100	100 100 96 100	100 100 96 100	100 100 96 100	100 100 96 100	100 100 96 100	70	4	
Washington	61.3	62.4	56.0	-	100 100 100 100	100 100 100 100	100 100 99 100	100 100 93 100	100 100 93 100	100 100 93 100	100 100 93 100	100 100 93 100	70	4	
Average	62.8	64.4	55.7	63.7	100 100 99 100	99 100 97 99	98 99 93 97	92 95 82 95	62 71 29 74	40 47 11 51	19 23 3 27				

1/ All stations have the same speed limit unless otherwise noted.
2/ No more than two stations have different speed limits.
3/ Speed limit varies by station with 70 miles per hour maximum.
4/ Reasonable and prudent.
5/ Indicates data not available.

Table 3.--Average speeds of vehicles and percentages of vehicles exceeding various speeds by type of highway in 1968

No. of States	Type of highway	Average speed m.p.h.		Percent over 35 m.p.h.	Percent over 40 m.p.h.	Percent over 45 m.p.h.	Percent over 50 m.p.h.	Percent over 55 m.p.h.	Percent over 60 m.p.h.	Percent over 65 m.p.h.	Percent over 70 m.p.h.																											
		All P.C. TK. Bus	TK. Bus																																			
27	Main rural 1/	59.0	60.4	54.0	60.5	99	100	99	99	97	98	95	96	92	94	85	92	81	85	69	85	66	72	47	75	45	52	21	56	26	32	7	36	12	14	2	13	
27	Rural Interstate completed 1/	62.8	64.4	56.7	63.7	100	100	99	100	99	100	97	99	98	99	93	97	92	95	82	95	81	88	59	87	62	71	29	74	40	47	11	51	19	23	3	17	
10	Rural Interstate traveled-way 1/ 2/	57.3	58.6	52.5	59.6	99	99	99	99	97	98	95	98	91	93	84	91	79	84	65	79	62	69	40	59	36	43	14	48	17	21	3	30	7	8	1	7	
9	Urban Interstate completed 1/	56.5	57.4	53.7	55.0	99	100	99	97	97	98	94	95	90	93	83	84	75	79	64	58	54	59	40	30	32	35	22	20	16	17	10	0	4	4	1	0	
4	Urban Interstate traveled-way 2/	53.0	53.7	49.6	52.8	95	95	94	92	87	89	84	80	73	75	64	64	57	60	42	58	39	42	21	37	23	27	8	35	11	13	3	11	7	8	0	0	
4	Suburban Interstate completed	59.7	61.5	53.2	59.9	100	100	99	100	99	100	97	100	96	99	91	100	89	94	74	89	72	81	44	67	53	63	20	67	27	34	4	11	10	13	1	6	
Freeways and toll roads:																																						
Maine Turnpikes																																						
Michigan freeways																																						
Nevada freeways																																						
New Hampshire Turnpikes																																						
New Jersey Garden State Parkway (urban)																																						
New York Thruway																																						
Oklahoma turnpikes																																						
Oregon freeways																																						
Pennsylvania freeways																																						
Texas Ft. Worth-Dallas Turnpike																																						
Texas Stemmons Freeway																																						
16	Rural secondary	50.3	51.2	48.3	50.0	95	95	92	87	85	86	82	77	71	73	64	53	52	55	42	46	31	34	21	25	16	18	7	24	7	8	3	15	2	3	2	0	
15	Urban primary	48.4	49.0	45.3	47.6	89	90	86	88	79	80	72	81	64	67	56	68	48	51	35	46	29	32	18	26	16	18	8	14	6	7	3	7	1	1	0	0	
3	Urban secondary	36.1	36.5	36.5	25.0	54	55	63	0	43	33	25	0	13	13	10	0	5	5	4	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5	Suburban primary	54.8	55.6	51.1	50.7	99	99	98	100	97	98	95	100	88	89	83	100	72	75	61	36	49	53	30	29	30	34	12	27	13	15	3	0	4	5	0	0	
2	Suburban secondary	43.2	44.2	41.6	-	72	74	70	-	58	62	51	-	46	58	39	-	24	28	16	-	13	15	7	-	4	5	1	-	2	2	1	-	0	0	0	0	

1/ Percentages for 70 m.p.h. are based on 23 States for Main Rural roads, and for Rural Interstate Completed; 8 States for Rural Interstate Completed; 8 States for Rural Interstate Completed; 8 States for Rural Interstate Completed.

Rural Secondary.

1/ Percentages for 70 m.p.h. are based on 23 States for Main Rural roads, and for Rural Interstate Completed; 8 States for Urban Interstate Completed; 13 States for Rural Secondary.
2/ Rural Interstate traveled-way includes roads, and urban Interstate traveled-way includes streets that are adequate for present traffic but have not been upgraded to full Interstate design standards, and those older sections of existing roads and streets that are presently serving the Interstate traffic in Interstate corridors.
- Indicates data not available.

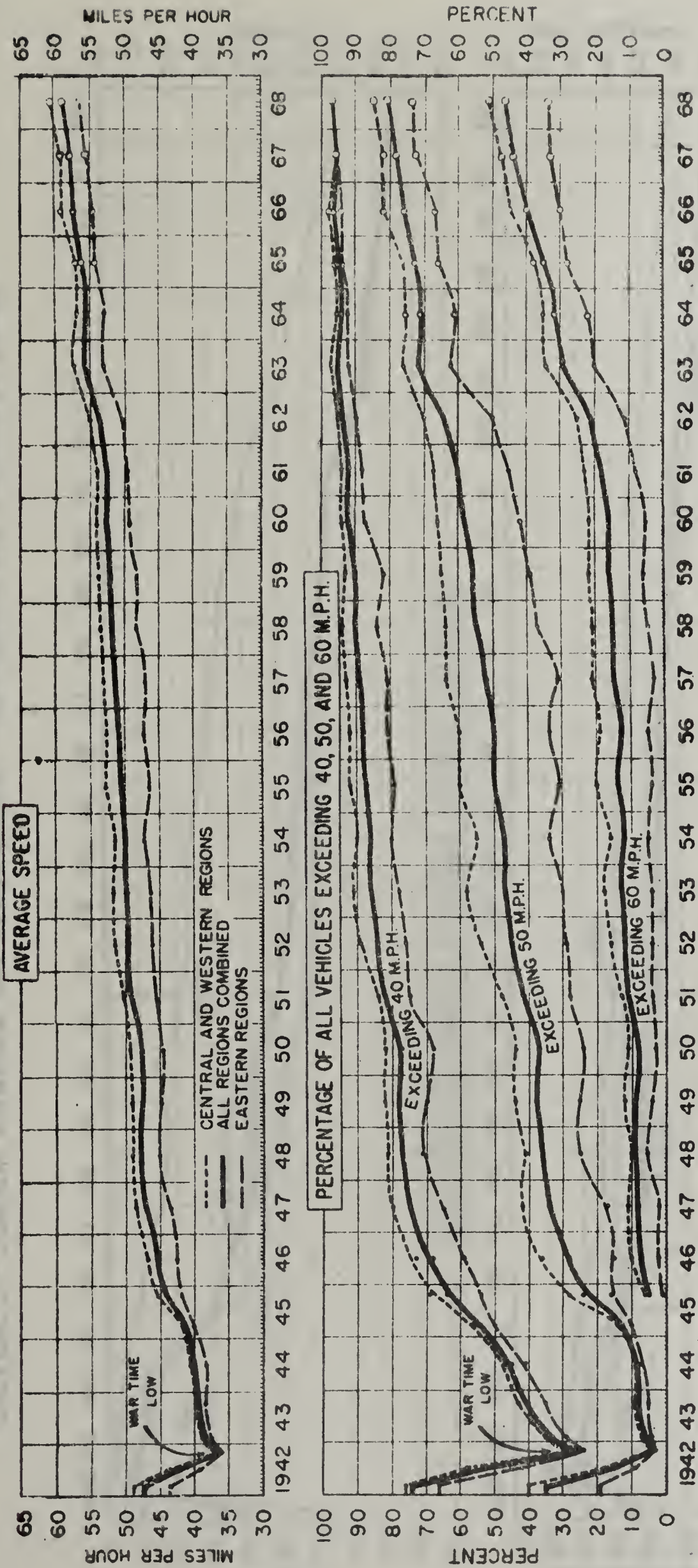


FIGURE 1—SPEED TRENDS ON MAIN RURAL HIGHWAYS BY REGIONS

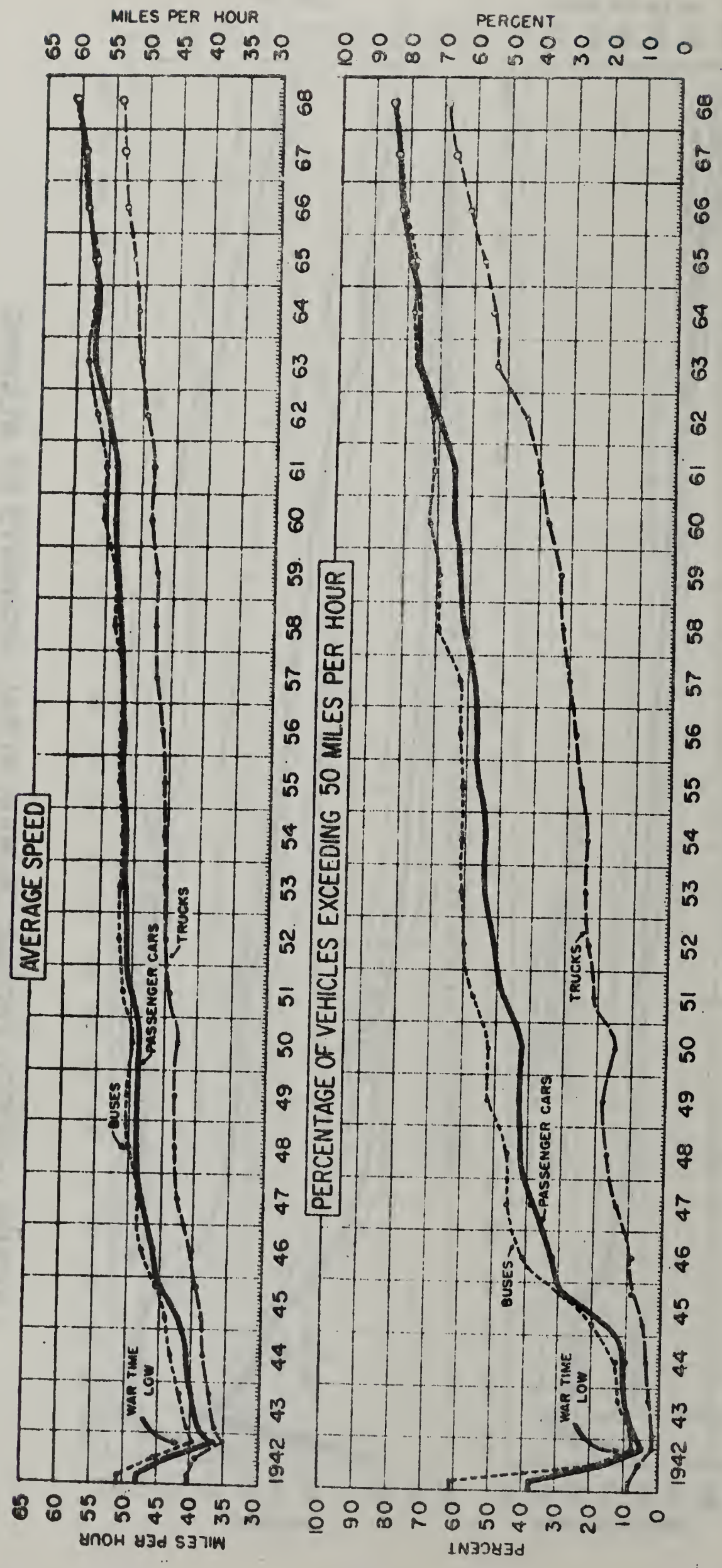
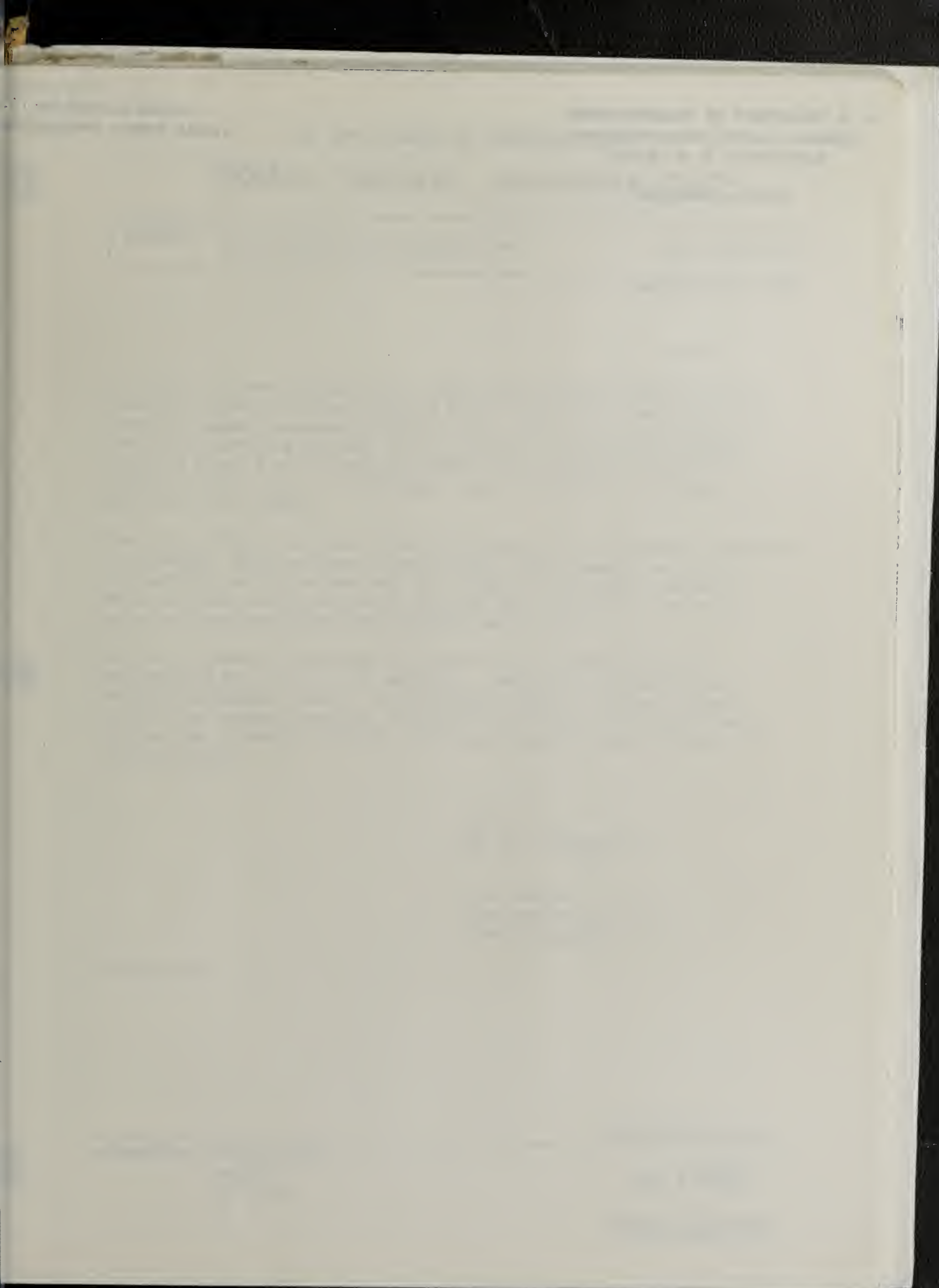


FIGURE 2 - SPEED TRENDS ON MAIN RURAL HIGHWAYS BY VEHICLE TYPE



U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D. C. 20591

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FEDERAL HIGHWAY ADMINISTRATION

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1970

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

SUBJECT: 1971 "Traffic Speed Trends" Report
i.e., covering 1970 data

FHWA NOTICE

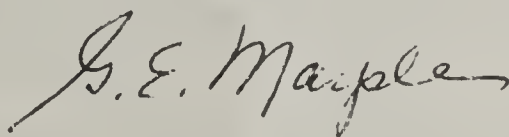
November 22, 1971

HP-13

Attached is a copy of the 1971 "Traffic Speed Trends" report based on data collected by 38 States during 1970. As shown in the report, the trend in speeds decreased slightly during 1970. The average speed for all free-moving vehicles of 59.2 m.p.h. on main rural roads for 1970 was about 1 m.p.h. less than 1969. The average is based on speeds of 60.6 m.p.h. for passenger cars, 54.7 m.p.h. for trucks and 58.8 m.p.h. for buses.

The data indicate that more than 50 percent of the free-moving vehicles on straight, open sections of main rural roads exceed 60 m.p.h. in the majority of States and that the percent of vehicles exceeding 60 m.p.h. has nearly tripled in the past ten years. Average speeds over the past ten years have increased about 7 m.p.h.

In 1970, speeds on completed sections of the Interstate System averaged 63.8 m.p.h. for all vehicles. Twenty-two percent of the vehicles exceeded 70 m.p.h. on Interstate routes. This was almost double the percent exceeding 70 m.p.h. on all main rural roads, which include the Interstate System, and three times more than on rural primary roads.



G. E. Marple
Associate Administrator
for Planning

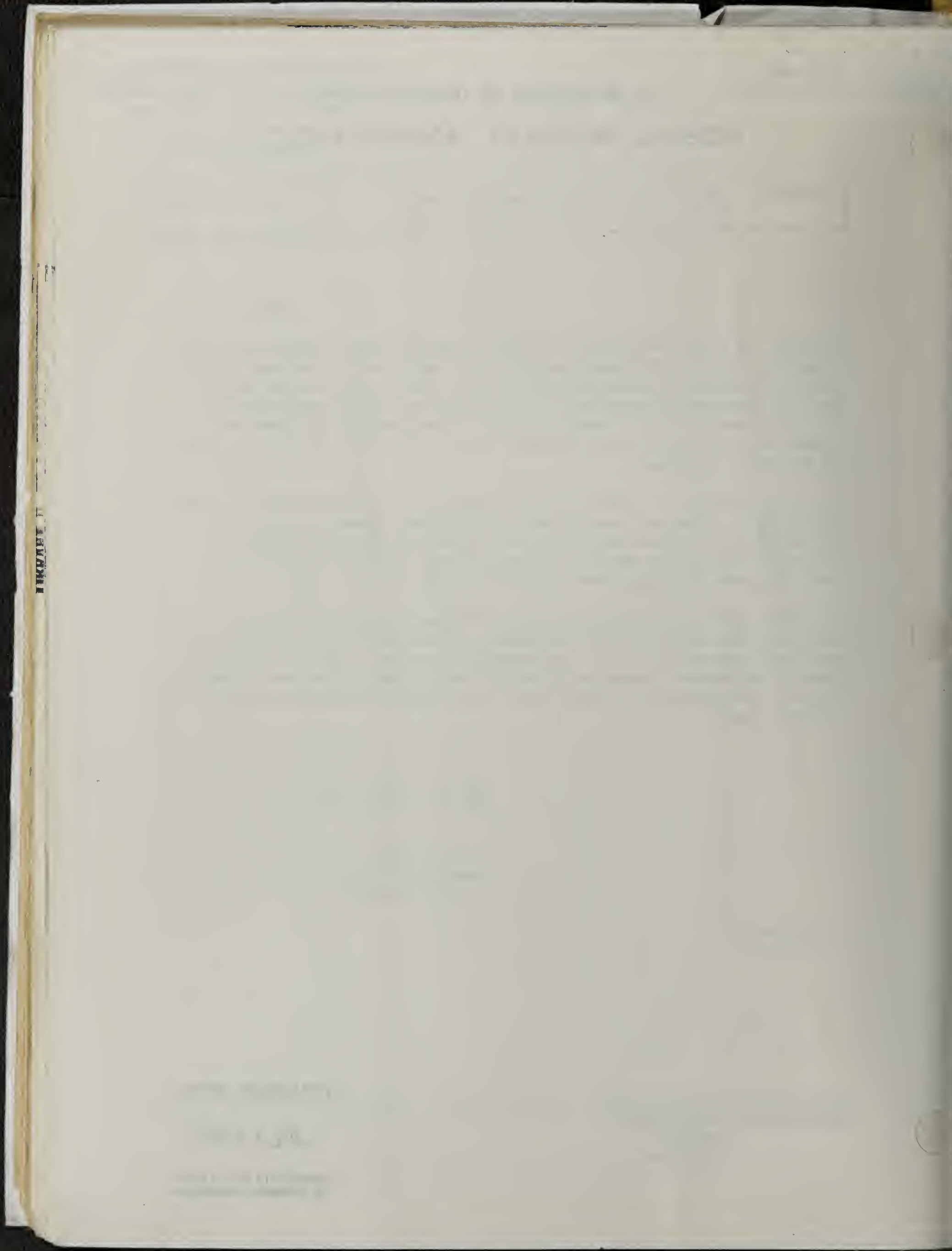
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TRAFFIC SPEED TRENDS

November 1971

Data resulting from speed studies conducted in 1970 by 38 States are summarized in the enclosed tables 1, 2 and 3. The information shown in the tables was collected on level, straight sections of main rural roads and on urban streets during off-peak periods of the day when traffic densities were low and drivers traveled at their desired speeds. Speed data have been collected by the States and summarized by the Federal Highway Administration since 1942. Speed information for Alaska and Hawaii are included in the tables for the first time. However, data from these States have been omitted from the totals in order to maintain comparable figures with previous years.

As shown in figures 1 and 2, nationwide average vehicle speeds in 1970 decreased from that of the previous year. The 1970 average speed for all regions was 59.2 m.p.h. compared to 60.0 m.p.h. for 1969 on main rural roads. This is the first time that a decrease has been recorded in nationwide average speeds since 1949. Figure 1 shows that average speeds decreased but that the percentage of vehicles exceeding 50 m.p.h. and 60 m.p.h. increased on a national basis. The percentage of vehicles exceeding 70 m.p.h. and 75 m.p.h., however, decreased. Average speeds decreased in all sections of the country, except for the eastern region which remained about the same as in 1969. Detailed data are listed in the tables showing average speeds and percentages of vehicles, by type, exceeding speeds from 35 m.p.h. to 75 m.p.h. in 5 m.p.h. increments by region and State. Data for completed Interstate sections are included.

As shown in figure 2, the average speeds for passenger cars and buses decreased about 0.5 m.p.h., while the average speed of trucks changed only slightly during 1970. The average speed of trucks is about 6 m.p.h. below passenger cars and about 4 m.p.h. below buses.

Table 1 summarizes speed data by State and regions for main rural roads. It shows an average speed for all vehicles of 59.2 m.p.h. which is almost 1 m.p.h. less than 1969. Average speeds over the past 10 years have increased about 7 m.p.h. Twelve percent of all vehicles traveled over 70 m.p.h. on main rural roads during 1970. Of the continental States reporting, Arizona and Nevada recorded the highest average speed, 64.6 m.p.h., while Tennessee recorded the lowest, 49.1 m.p.h.

Data resulting from speed studies on completed sections of the rural Interstate System by States are included in table 2. The average speed of all vehicles was 63.8 m.p.h., compared to 64.0 m.p.h. for 1969. On these completed Interstate routes, 69 percent of the vehicles traveled over 60 m.p.h. and 22 percent traveled over 70 m.p.h.

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Table 3 includes data for various types of highways and some individual freeways. It shows that average speeds on the completed portions of the rural Interstate System are about 6 m.p.h. greater than on the existing rural Interstate traveled-way sections. The Interstate traveled-way consists of older roads which connect completed portions of the Interstate System and presently serve the traffic which will use the Interstate System when completed. The information also indicates that average speeds on completed rural Interstate routes are about 5 m.p.h. greater than on existing main rural roads. The main rural category includes toll and free sections of completed rural Interstate, rural Interstate traveled-way, and other primary roads.

TABLE 1.--AVERAGE SPEEDS OF VEHICLES AND PERCENTAGES OF VEHICLES TRAVELING IN EXCESS OF VARIOUS SPEEDS, ON LEVEL, STRAIGHT SECTIONS OF MAIN RURAL ROADS, INCLUDING THE INTERSTATE SYSTEM FOR 1970.

Region and State	Average speed		Speed exceeded									
	Miles per hour		35 m.p.h.		40 m.p.h.		45 m.p.h.		50 m.p.h.		55 m.p.h.	
	All	P.C. Tk. Bus	All	P.C. Tk. Bus	All	P.C. Tk. Bus	All	P.C. Tk. Bus	All	P.C. Tk. Bus	All	P.C. Tk. Bus
Percentage of vehicles												
EASTERN REGIONS												
NEW ENGLAND:												
Connecticut	50.3	50.7	48.9	49.8	100	100	99	100	100	100	100	100
Maine	57.3	57.8	53.9	54.4	100	100	99	100	100	100	100	100
New Hampshire	56.1	56.4	52.1	52.6	98	97	87	97	98	98	98	98
Rhode Island	56.9	57.7	52.8	54.2	99	100	97	100	98	99	99	99
MIDDLE ATLANTIC:												
New Jersey	54.0	54.6	52.8	52.3	100	100	99	100	98	99	99	99
New York	53.5	56.2	51.9	55.5	100	100	99	95	99	99	99	99
Pennsylvania	52.5	53.4	50.5	51.3	99	99	99	94	91	96	97	94
SOUTH ATLANTIC:												
Florida	57.4	58.2	54.7	-	100	100	100	-	98	98	97	-
North Carolina	57.0	58.1	54.3	64.3	100	100	99	100	98	98	97	100
South Carolina	60.3	60.9	58.7	-	100	100	100	-	100	100	100	-
Virginia	61.9	63.2	55.5	64.6	100	100	99	99	99	100	98	99
West Virginia	54.6	55.3	51.1	52.2	99	99	97	100	94	95	86	100
Average	56.2	56.9	53.1	55.5	100	100	99	98	97	97	95	95
CENTRAL AND WESTERN REGIONS												
LAST NORTH CENTRAL:												
Illinois	60.9	63.7	54.8	57.0	100	100	100	100	99	100	99	100
Indiana	63.1	65.5	57.5	-	99	99	99	98	98	98	97	98
Michigan	60.3	61.4	55.3	61.4	99	100	99	98	98	98	97	98
Ohio	61.9	63.8	54.4	-	-	-	-	-	-	-	-	-
EAST SOUTH CENTRAL:												
Mississippi	56.1	58.1	51.6	50.9	99	99	98	99	98	99	96	98
Tennessee	49.1	50.8	45.1	50.1	86	89	82	90	74	77	67	81
WEST NORTH CENTRAL:												
Kansas	64.0	66.2	57.3	-	100	100	100	-	99	100	98	-
Minnesota	63.3	64.7	57.6	64.8	100	100	100	100	99	100	99	100
Missouri	62.1	63.8	58.0	65.7	100	100	100	100	99	98	98	100
Nebraska	60.8	61.8	56.2	63.2	100	100	100	100	100	100	99	100
North Dakota	62.9	65.0	56.5	-	99	99	98	-	98	99	95	-
South Dakota	64.0	65.1	60.4	64.7	100	100	100	100	99	99	99	100
WEST SOUTH CENTRAL:												
Arkansas	55.6	57.0	53.4	54.1	100	100	100	100	98	99	98	94
Oklahoma	58.9	59.7	53.6	60.6	99	99	98	98	97	98	95	98
Texas	62.3	64.2	57.5	63.4	100	100	100	99	99	100	97	99
MOUNTAIN:												
Arizona	64.6	66.0	57.6	67.9	100	100	100	100	98	99	93	100
Colorado	62.0	62.5	55.6	-	99	100	97	-	99	100	97	-
Idaho	58.7	60.7	54.7	58.3	99	99	98	97	95	97	92	97
Montana	64.0	67.1	56.9	60.4	100	100	99	100	99	100	98	100
Nevada	64.6	66.9	59.7	66.4	100	100	99	100	99	100	97	100
Utah	60.2	61.0	56.0	60.0	-	-	-	-	97	97	92	100
PACIFIC:												
California	59.6	60.6	54.3	62.9	99	-	-	-	96	-	-	-
Oregon	58.6	61.2	53.6	-	100	100	100	100	99	100	98	-
Washington	60.9	61.7	55.2	59.7	100	100	100	100	96	97	93	100
Average	60.8	62.4	55.5	60.6	99	99	99	99	97	98	96	98
ALL ABOVE STATES												
Average	59.2	60.6	54.7	58.8	99	99	99	99	97	98	96	97
Alaska	51.1	51.4	50.2	43.9	96	96	95	93	86	87	85	57
Hawaii	43.8	43.8	-	-	-	-	-	-	20	20	-	-

- Indicates data not available.

TABLE 2.--AVERAGE SPEEDS OF VEHICLES AND PERCENTAGES OF VEHICLES TRAVELING IN EXCESS OF VARIOUS SPEEDS, ON LEVEL, STRAIGHT SECTIONS OF THE COMPLETED PORTIONS OF THE RURAL INTERSTATE SYSTEM FOR 1970.

[illegible]

1/ All stations have the same speed limits unless otherwise noted.

11/ All stations have the same speed limits unless otherwise indicated.
12/ No more than two stations have different speed limits.

2/ NO MORE THAN TWO STATIONS HAVE DIFFERENT SPEED LIMITS.

4/ Speed limit varies by station with 70 m.p.h. maximum.

5/ Alaska has no Interstate mileage data not available

TABLE 3.--AVERAGE SPEEDS OF VEHICLES AND PERCENTAGES OF VEHICLES EXCEEDING VARIOUS SPEEDS BY TYPE OF HIGHWAY IN 1970.

No. of States	Type of highway	Average speed m.p.h.			Percent over 40 m.p.h.			Percent over 45 m.p.h.			Percent over 50 m.p.h.			Percent over 55 m.p.h.			Percent over 60 m.p.h.			Percent over 65 m.p.h.			Percent over 70 m.p.h.			Percent over 75 m.p.h.															
		All	P.C.	Tk.	All	P.C.	Tk.	All	P.C.	Tk.	All	P.C.	Tk.	All	P.C.	Tk.	All	P.C.	Tk.	All	P.C.	Tk.	All	P.C.	Tk.	All	P.C.	Tk.													
36	Main rural 1/ 2/	59.2	60.6	56.7	58.8	99	99	99	97	98	96	97	93	94	88	89	83	86	73	80	68	73	51	68	47	54	24	51	27	33	8	30	12	16	2	6	4	6	1	0	
36	Rural Interstate completed 1/ 2/	63.8	65.4	58.1	63.0	100	100	99	100	100	99	99	99	99	96	98	96	98	89	93	87	92	71	86	69	77	38	69	44	53	13	47	22	27	3	12	7	10	1	0	
9	Rural Interstate traveled-way 1/ 2/ 3/	58.2	59.2	54.8	60.3	99	99	99	98	98	96	100	94	96	89	100	83	86	72	93	66	71	50	71	40	45	25	50	21	25	9	28	9	11	2	9	2	3	1	0	
36	Rural primary 1/ 2/	56.7	57.9	53.1	56.9	99	99	98	96	97	94	96	90	91	84	84	77	80	66	75	58	63	42	61	36	41	18	45	17	21	6	23	7	8	1	5	3	4	1	0	
18	Urban Interstate completed 1/ 2/	55.6	56.6	52.4	53.8	100	100	98	97	97	93	94	89	91	81	87	74	77	60	61	55	58	38	45	31	34	18	28	12	14	4	8	3	4	1	2	1	1	0	0	
4	Urban Interstate traveled-way 3/	44.3	44.8	42.2	44.5	83	84	81	72	74	68	78	55	57	46	55	33	37	20	31	14	16	5	7	5	5	2	0	1	1	0	0	0	0	0	0	0	0	0		
4	Suburban Interstate completed	60.8	62.2	56.3	63.5	100	100	100	100	100	99	100	97	98	93	98	91	94	83	95	76	81	59	87	57	64	31	78	30	36	9	50	12	16	1	19	3	4	0	0	
Freeways and toll roads:																																									
Connecticut parkways																																									
Connecticut Turnpike																																									
Maine Turnpike																																									
Michigan freeways																																									
Nevada freeways																																									
New Hampshire Turnpike																																									
New Jersey Gardenstate Parkway																																									
New York Thruway																																									
Oklahoma turnpike																																									
Oregon freeway																																									
Pennsylvania freeways																																									
Rhode Island freeways (rural)																																									
Rhode Island freeways (urban)																																									
Texas-Ft. Worth-Dallas Turnpike																																									
Texas-Stemmons Freeway																																									
23	Rural secondary 1/ 2/	51.6	52.6	48.7	49.7	95	96	89	94	88	90	81	79	76	78	66	64	57	60	44	31	37	39	25	26	18	20	9	18	8	9	3	13	3	3	1	3	2	2	0	0
19	Urban primary	45.4	46.1	43.0	42.8	79	79	69	70	70	58	55	53	53	38	38	36	36	22	17	21	20	9	10	10	9	3	6	3	3	1	2	1	1	0	0	0	0	0	0	0
6	Urban secondary	35.7	35.8	34.6	31.6	49	49	41	26	27	27	20	22	15	16	8	22	8	9	5	11	5	5	2	0	2	2	1	0	1	1	1	0	0	0	0	0	0	0	0	0
7	Suburban primary	51.7	52.6	48.1	47.1	99	99	99	96	92	95	83	87	76	80	62	68	56	60	42	40	35	38	22	18	18	21	8	7	9	2	2	2	3	0	2	0	0	0	0	
1/ Percentages for 70 m.p.h. are based on 34 States for main rural roads, for rural primary, and for rural Interstate completed; 8 States for rural Interstate traveled-way, for rural secondary, and for rural Interstate traveled-way 3/.																																									
2/ Percentages for 75 m.p.h. are based on 25 States for main rural roads, and for rural primary, and for rural Interstate traveled-way, for rural secondary, and for rural Interstate traveled-way 3/.																																									

1/ Percentages for 70 m.p.h. are based on 34 States for main rural roads, for rural Interstate completed; 8 States for rural Interstate traveled-way; 17 States for urban Interstate completed; 22 States for rural secondary.
 2/ Percentages for 75 m.p.h. are based on 25 States for main rural roads, and for rural Interstate completed; 18 States for rural Interstate traveled-way; 12 States for urban Interstate completed; 10 States for rural secondary.
 3/ Rural Interstate traveled-way includes roads that are presently serving the Interstate traffic in Interstate corridors.
 - Indicates data not available.

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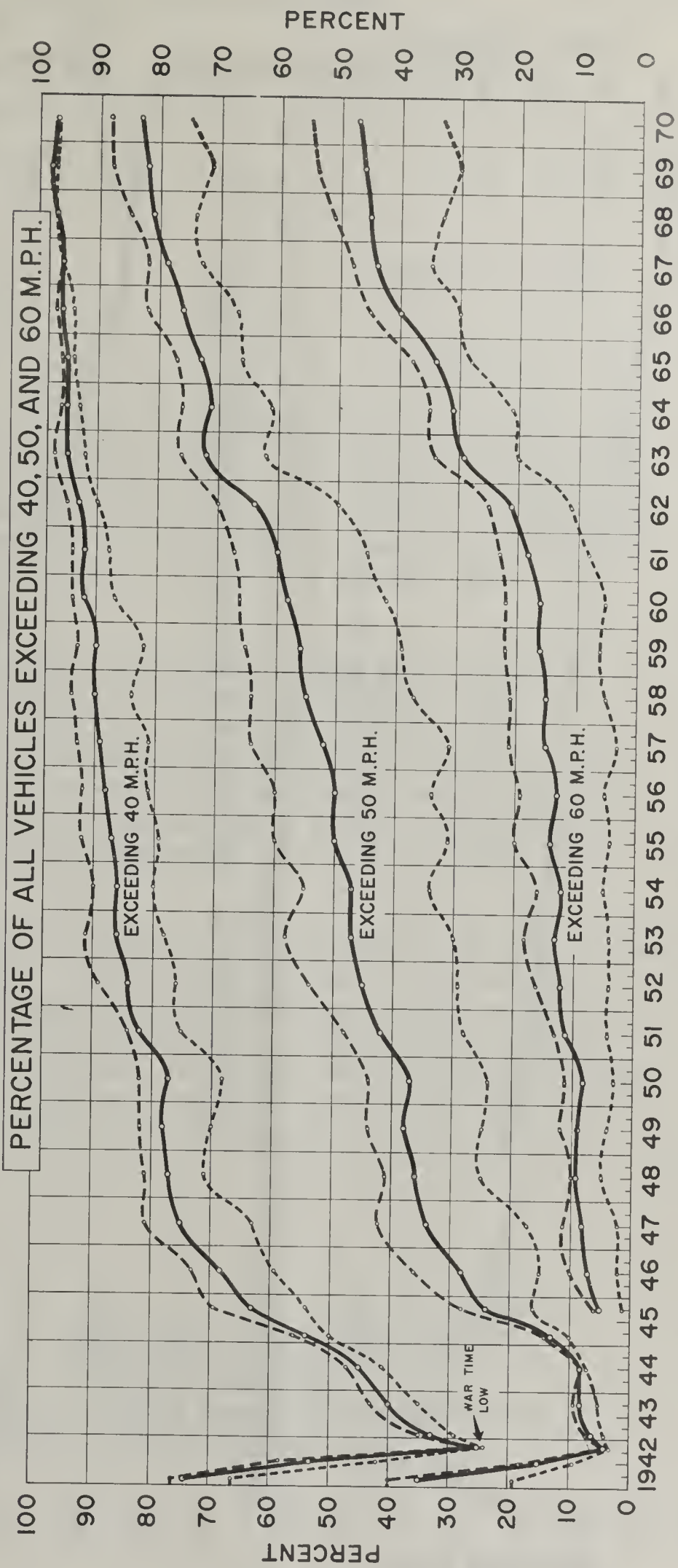
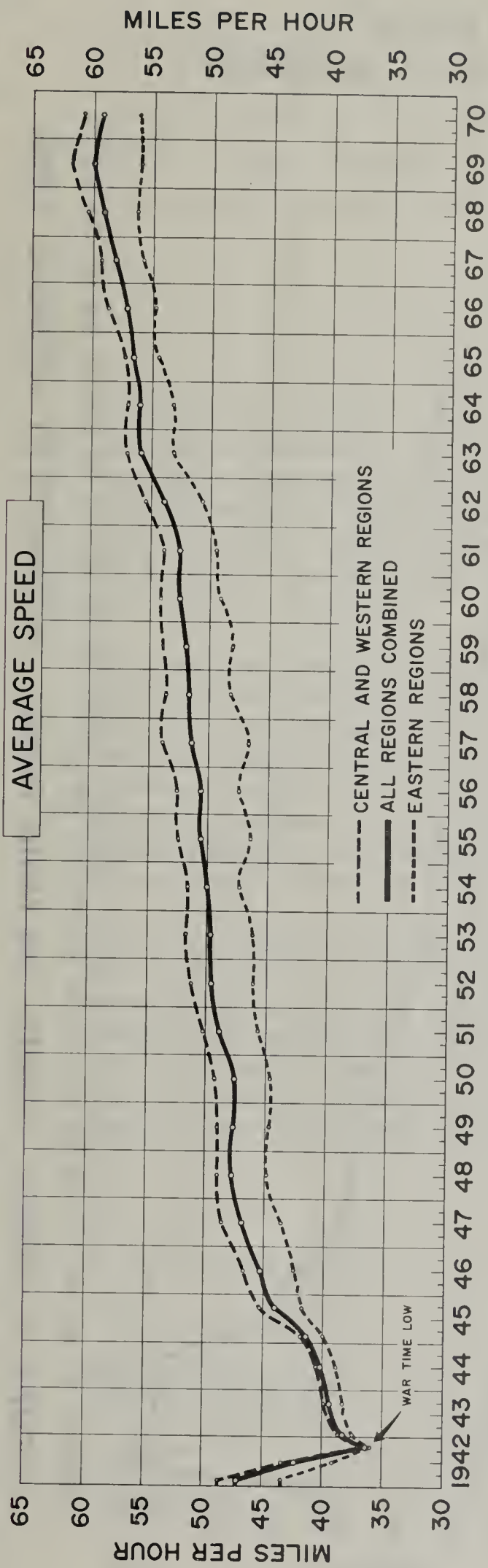
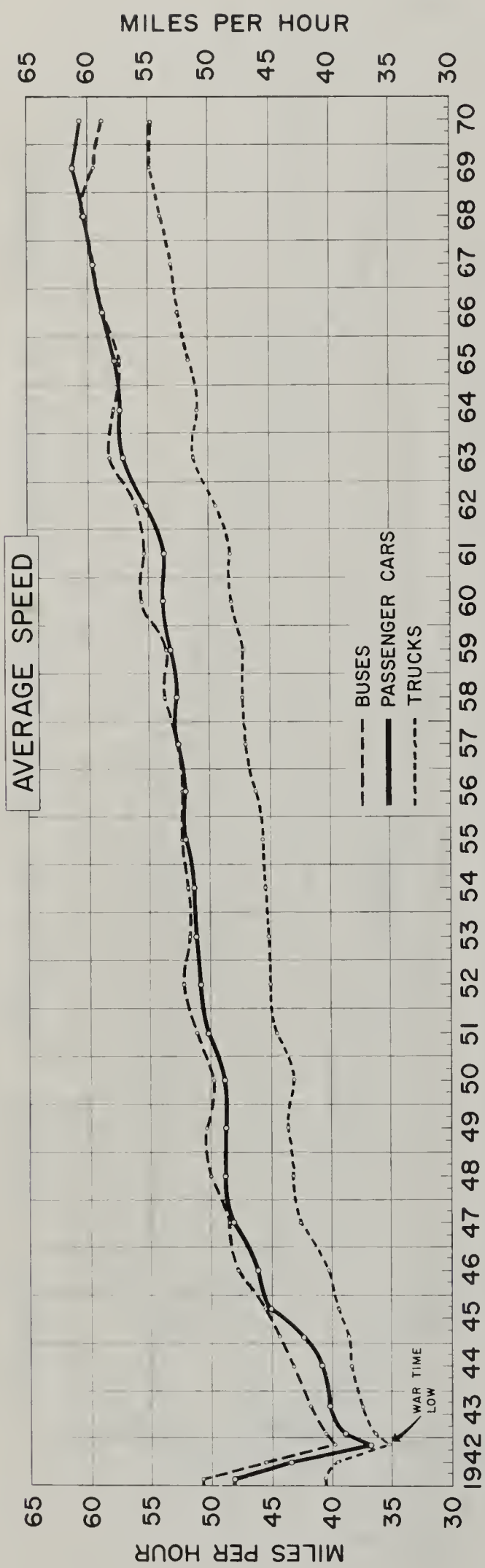


FIGURE 1—SPEED TRENDS ON MAIN RURAL HIGHWAYS BY REGIONS



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FIGURE 2-SPEED TRENDS ON MAIN RURAL HIGHWAYS BY VEHICLE TYPE

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

SUBJECT

1972 "Traffic Speed Trends" Report

FHWA NOTICE

October 10, 1972

HHP-13

Attached is a copy of the 1972 "Traffic Speed Trends" report based on data collected by 35 States during 1971. As shown in the report, the trend in speeds increased during 1971. The average speed for all free-moving vehicles of 60.6 m.p.h. on main rural roads for 1971 was 1.4 m.p.h. greater than 1970. The average is based on speeds of 62.0 m.p.h. for passenger cars, 56.1 m.p.h. for trucks, and 60.2 m.p.h. for buses.

The data indicate that more than 50 percent of the free-moving vehicles on straight, open sections of main rural roads exceed 60 m.p.h. in the majority of States, and that the percent of vehicles exceeding 60 m.p.h. has nearly tripled in the past 10 years. Average speeds over the past 10 years have increased about 8 m.p.h. Fourteen percent of all vehicles now travel 70 m.p.h. and over. Approximately the same proportion exceeded 60 m.p.h. in 1956, when the average speed was 50.6 m.p.h.

In 1971, speeds on completed sections of the Interstate System averaged 64.7 m.p.h. for all vehicles. Twenty-four percent of the vehicles exceeded 70 m.p.h. on Interstate routes. This was almost double the percent exceeding 70 m.p.h. on all main rural roads, which include the Interstate System, and over three times more than on rural primary roads. Average speeds on completed sections of the rural Interstate System have increased about 9 m.p.h. over the past 10 years.

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IN RESPONSE TO A RESOLUTION
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TRAFFIC SPEED TRENDS

Data resulting from speed studies conducted in 1971 by 35 States are summarized in the enclosed tables 1, 2, and 3. The information shown in the tables was collected on level, straight sections of main rural roads and on urban streets during off-peak periods of the day when traffic densities were low and drivers traveled at their desired speeds. Speed data have been collected by the State and summarized by the Federal Highway Administration since 1942. Speed information for Hawaii is included in the tables; however, the data have been omitted from the totals in order to maintain comparable figures with previous years.

As shown in figures 1 and 2, nationwide average vehicle speeds in 1971 increased from that of the previous year. The 1971 average speed for all regions was 60.6 m.p.h. compared to 59.2 m.p.h. for 1970 on main rural roads. This renews the upward trend in the speed which drivers desire to travel which was interrupted by a decrease last year. Figure 1 shows that the average speeds of all regions increased and the percentage of vehicles exceeding 50 m.p.h. and 60 m.p.h. continued to increase. Detailed data are listed in the tables showing average speeds and percentages of vehicles, by type, exceeding speeds from 35 m.p.h. to 75 m.p.h. in 5 m.p.h. increments by region and State. Data for completed Interstate sections are included.

As shown in figure 2, the average speeds for passenger cars, trucks, and buses increased 1.4 m.p.h. during 1971. The average speed of trucks remained about 6 m.p.h. below passenger cars and about 4 m.p.h. below buses.

Table 1 summarizes speed data by State and regions for main rural roads. It shows an average speed for all vehicles of 60.6 m.p.h. which is 1.4 m.p.h. greater than 1970. This increase, which is somewhat larger than previous annual increases, is believed to be partially the result of the absence of data from five States which reported lower average speeds in 1970 than the 1970 nationwide average, but did not participate in the 1971 study. In addition, three States which did not participate in the 1970 study reported speeds for 1971 which were higher than the 1971 nationwide average. Thus a portion of this increase may be attributed to the difference in the reporting frequency by the States.

Average speeds over the past 10 years have increased about 8 m.p.h. Fourteen percent of all vehicles traveled over 70 m.p.h. on main rural roads during 1971. Of the continental States reporting, Nevada reported the highest average speed, 66.0 m.p.h., while West Virginia recorded the lowest, 52.7 m.p.h.

Data resulting from speed studies on completed sections of the rural Interstate System by States are included in table 2. The average speed of all vehicles was 64.7 m.p.h., an increase of almost 1 m.p.h. over 1970. On these completed Interstate routes, 70 percent of the vehicles traveled over 60 m.p.h. and 24 percent traveled over 70 m.p.h.

Table 3 includes data for various types of highways and some individual freeways. It shows that average speeds on the completed portions of the rural Interstate System are almost 4 m.p.h. greater than on the existing rural Interstate traveled-way sections. The Interstate traveled-way consists of older roads which connect completed portions of the Interstate System and presently serve the traffic which will use the Interstate System when completed. The information also indicates that average speeds on completed rural Interstate routes are about 4 m.p.h. greater than on existing main rural roads. The main rural category includes toll and free sections of completed rural Interstate, rural Interstate traveled-way, and other primary roads.

TABLE 1. -- AVERAGE SPEEDS OF VEHICLES AND PERCENTAGES OF VEHICLES TRAVELING IN EXCESS OF VARIOUS SPEEDS, ON LEVEL, STRAIGHT SECTIONS OF MAIN RURAL ROADS, INCLUDING THE INTERSTATE SYSTEM FOR 1971.

Region and State	Average speed			Speed exceeded												Percentage of vehicles																							
	Miles per hour			35 m.p.h.				40 m.p.h.				45 m.p.h.				50 m.p.h.				55 m.p.h.				60 m.p.h.				65 m.p.h.				70 m.p.h.				75 m.p.h.			
	All	P.C.	Tk. Bus	All	P.C.	Tk. Bus	All	P.C.	Tk. Bus	All	P.C.	Tk. Bus	All	P.C.	Tk. Bus	All	P.C.	Tk. Bus	All	P.C.	Tk. Bus	All	P.C.	Tk. Bus	All	P.C.	Tk. Bus	All	P.C.	Tk. Bus	All	P.C.	Tk. Bus						
EASTERN REGIONS																																							
NEW ENGLAND:																																							
Maine.....	57.7	58.1	53.9	54.2	99	100	99	99	98	97	94	94	85	88	78	79	69	56	62	46	40	42	25	30	23	25	9	17	10	11	1	2	—	—	—	—			
New Hampshire.....	56.0	56.2	53.6	56.5	99	100	99	99	95	99	94	94	85	81	66	66	56	63	53	54	50	34	21	38	22	23	12	31	5	6	0	0	—	—	—	—			
Rhode Island.....	58.3	59.0	54.3	—	100	100	100	97	96	99	94	94	90	—	—	—	—	—	71	74	54	—	56	33	18	20	6	—	7	0	—	—	—	—	—	—			
MIDDLE ATLANTIC:																																							
New Jersey.....	53.1	54.3	50.7	48.1	100	100	99	96	96	98	99	98	80	57	74	80	63	46	39	26	21	24	11	7	3	4	1	0	1	2	0	0	0	0	—	—			
Pennsylvania.....	54.1	55.2	52.0	54.0	100	100	100	97	96	98	98	98	81	81	69	73	60	65	41	29	44	19	25	26	6	8	1	9	1	1	0	0	0	—	—				
SOUTH ATLANTIC:																																							
Florida.....	59.6	60.2	55.6	—	99	100	100	97	—	97	98	97	76	—	74	76	63	—	61	59	41	37	17	—	21	24	7	—	8	9	2	—	3	3	1	—			
Georgia.....	57.9	57.4	54.7	57.8	100	100	100	96	98	97	98	96	92	92	79	79	70	89	62	63	50	77	38	29	21	24	9	10	7	6	1	0	—	—	—	—			
North Carolina.....	56.5	57.4	54.2	57.8	100	100	99	96	98	98	98	99	86	93	95	90	63	97	53	59	38	46	30	56	21	24	9	10	7	6	1	0	—	—	—	—			
South Carolina.....	61.2	62.2	59.1	63.0	100	100	100	100	100	100	100	100	99	100	100	95	87	100	73	73	70	75	17	29	22	24	9	11	8	—	—	—	—	—	—	—			
Virginia.....	61.6	63.0	55.0	62.7	100	100	100	99	99	100	100	100	99	92	91	94	76	97	78	84	49	53	16	72	22	24	11	37	10	12	0	3	13	—	—	—			
West Virginia.....	52.7	53.2	50.0	52.6	99	99	97	84	100	91	92	88	74	77	51	52	45	46	38	39	32	37	19	8	11	13	4	48	3	4	0	0	—	—	—	—			
Average.....	57.1	57.9	53.9	56.7	100	100	99	97	97	98	98	95	97	91	93	87	73	58	61	43	58	35	38	19	40	17	19	6	20	6	7	1	3	2	2	0	0		
CENTRAL AND WESTERN REGIONS																																							
EAST NORTH CENTRAL:																																							
Illinois.....	61.2	63.9	55.2	60.9	100	100	100	99	100	99	100	98	93	100	92	96	83	100	79	88	58	81	74	29	57	40	53	11	34	21	29	3	19	—	—	—	—		
Indiana.....	62.9	64.9	57.9	—	100	100	100	99	98	100	99	95	95	83	95	97	88	79	86	72	70	68	88	42	57	44	54	17	—	28	36	7	0	—	—	—	—		
Michigan.....	60.7	61.7	55.5	55.4	100	100	100	98	98	99	99	98	92	—	87	89	79	69	73	77	52	41	58	29	29	30	35	5	17	11	13	0	5	—	—	—	—		
Ohio.....	62.0	63.4	55.9	—	100	100	100	99	98	100	100	95	94	95	92	96	86	—	80	85	55	—	71	20	29	38	2	—	17	20	0	0	—	—	—	—	—		
Wisconsin.....	62.5	65.1	55.9	65.9	100	100	100	99	95	99	100	95	94	95	92	96	85	95	79	87	57	95	75	26	90	56	9	68	23	31	3	32	6	8	1	0			
WEST NORTH CENTRAL:																																							
Iowa.....	61.6	62.5	55.6	—	99	99	98	93	—	97	98	97	70	—	73	77	48	—	50	54	21	—	34	9	—	15	17	1	—	6	7	0	—	—	—	—	—		
Kansas.....	64.5	66.9	58.1	—	100	100	100	98	—	99	100	99	95	—	94	97	86	—	86	93	69	—	71	83	9	—	50	63	19	—	27	36	7	2	0	—	—		
Minnesota.....	63.5	64.9	58.1	65.6	100	100	100	99	100	100	100	99	95	100	93	96	85	100	82	87	66	94	62	35	—	46	12	13	72	21	28	8	0	0	—	—	—		
Missouri.....	61.8	63.4	57.8	59.6	100	100	100	99	91	100	100	99	96	91	93	96	85	91	81	87	65	73	58	68	31	33	41	13	35	12	3	0	—	—	—	—	—		
Nebraska.....	61.3	62.5	56.2	61.3	100	100	100	98	100	99	100	98	94	100	92	94	83	98	81	85	64	90	61	68	34	34	41	9	43	15	19	1	9	0	0	—	—		
North Dakota.....	63.3	65.8	56.9	—	100	100	100	97	—	99	100	99	94	—	89	94	76	—	79	87	58	—	62	72	85	52	17	65	25	32	7	0	—	—	—	—	—		
South Dakota.....	63.4	64.6	60.1	65.7	100	100	100	99	100	99	100	99	97	96	91	92	87	95	80	83	73	88	62	46	85	37	44	19	18	22	5	0	—	—	—	—	—		
WEST SOUTH CENTRAL:																																							
Arkansas.....	57.9	59.5	55.4	63.8	100	100	100	98	100	99	99	98	94	100	87	92	81	100	68	76	56	94	41	23	59	17	23	8	47	6	9	2	29	1	2	0	0		
Texas.....	63.4	65.6	58.7	64.7	100	100	100	98	100	99	100	98	96	99	93	96	84	97	86	93	73	90	62	75	70	47	59	21	61	15	21	4	12	7	9	2	4		
MOUNTAIN:																																							
Arizona.....	64.7	65.6	59.4	—	100	100	99	97	—	99	99	97	83	—	93	95	83	—	84	87	68	—	70	46	—	47	50	23	—	24	26	8	—	—	—	—	—		
Colorado.....	60.8	61.2	56.3	—	99	99	99	97	—	99	100	97	91	—	90	91	78	—	76	78	56	—	52	29	—	28	30	11	—	9	10	2	2	—	—	—	—		
Idaho.....	59.4	61.1	56.0	—	99	99	99	94	92	98	98	94	86	74	71	86	75	100	69	75	58	50	43	34	—	28	34	15	13	10	14	3	0	—	—	—	—		
Montana.....	62.3	67.2	57.6	63.4	100	100	100	99	100	100	100	99	95	100	92	97	82	100	71	71	58	80	63	77	31	30	15	15	69	25	34	6	1	3	0	—	—		
Nebraska.....	68.0	68.1	61.8	61.8	100	100	100	100	100	100	100	100	96	100	96	98	93	95	88	93	80	68	78	84	64	57	66	39	52	37	45	19	34	13	6	0	—		
New Mexico.....	65.3	67.5	60.2	67.5	100	100	100	99	100	100	100	99	99	97	95	97	92	97	87	92	77	93	72	81	50	63	51	64	22	27	29	40	6	1	0	—	—		
Utah.....	59.9	60.6	59.5	59.5	—	—	—	—	—	—	—	—	97	100	89	91	76	88	74	77	53	88	50	24	54	25	6	13	9	10	1	0	—	—	—	—	—		
PACIFIC:																																							
Oregon.....	58.7	61.0	53.9	—	100	100	100	99	—	99	100	99	92	—	83	89	71	—	62	73	40	—	36	49	9	—	19	28	0	—	8	12	0	—	—	—	—	—	
Washington.....	62.1	62.9	56.6	62.4	100	100	100	98	100	99	99	98	95	100	90	91	82	93	80	83	65	89	55	60	66	38	43	7	36	14	16	1	5	—	—	—	—	—	
Average.....	62.2	63.9	57.1	62.3	100	100	100	98	98	99	100	98	97	98	90	93	81	93	78	84	61	81	58	66	32	67	37	45	13	46	17	22	4	13	7	9	1	1	
ALL ABOVE STATES																																							
AVERAGE.....	60.6	62.0	56.1	60.2	100	100	99	97	98	98	99	97	96	91	93	86	89	77	85																				

TABLE 2.- AVERAGE SPEEDS OF VEHICLES AND PERCENTAGES OF VEHICLES TRAVELING IN EXCESS OF VARIOUS SPEEDS,
ON LEVEL, STRAIGHT SECTIONS OF THE COMPLETED PORTIONS OF THE RURAL INTERSTATE SYSTEM FOR 1971.

Region and State	Average speed			35 m.p.h.			40 m.p.h.			45 m.p.h.			50 m.p.h.			55 m.p.h.			60 m.p.h.			65 m.p.h.			70 m.p.h.			75 m.p.h.			Speed Limit 1/	Number of stations																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
	Miles per hour			All	P.C.	Tk.	Bus	All	P.C.	Tk.	Bus	All	P.C.	Tk.	Bus	All	P.C.	Tk.	Bus	All	P.C.	Tk.	Bus	All	P.C.	Tk.	Bus																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
	All	P.C.	Tk.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
NEW ENGLAND:	65-7	66.1	61.1	65-5	100	100	100	100	100	99	100	100	100	99	98	100	100	95	95	86	90	56	58	26	50	25	27	4	10	—	—	—	70	5																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
	63-2	63.4	60.1	64-8	100	100	100	100	100	99	99	100	100	99	98	100	100	88	88	79	88	45	45	27	63	11	12	0	0	0	0	—	70 1/2	4																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
	60-5	61-2	56-5	61-0	100	100	100	100	100	100	100	100	100	100	100	100	100	85	88	63	64	20	22	3	25	7	8	0	0	0	0	—	50	2																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
	57-7	59-3	55-1	53-7	100	100	99	100	100	97	99	95	83	100	93	97	86	100	69	79	52	50	8	12	2	0	3	4	0	0	0	0	—	60	1																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
MIDDLE ATLANTIC:	59-3	61-3	55-6	61-9	100	100	100	100	100	99	100	97	100	93	97	86	100	74	86	53	68	14	20	2	27	2	3	0	0	0	0	—	65 1/2	6																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
SOUTH ATLANTIC:	67-6	68-4	60-9	—	100	100	100	100	100	99	100	98	—	96	98	91	—	91	94	69	—	51	59	13	—	21	24	7	—	0	—	—	70	4																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
	62-1	63-6	58-7	60-2	100	100	100	100	100	99	99	100	100	94	96	88	93	85	90	74	76	38	46	17	22	14	13	2	0	—	—	—	65	5																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
	62-0	62-6	60-6	65-3	100	100	100	100	100	100	100	100	100	96	97	92	100	87	90	79	100	20	23	12	44	—	—	—	—	—	—	—	70	10																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
	68-7	69-9	65-7	69-5	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	99	100	60	80	44	50	22	14	—	—	—	—	—	—	65	3																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
West Virginia.....	63-9	65-5	56-6	65-7	100	100	100	100	100	99	100	96	100	95	98	85	100	87	93	59	95	42	42	50	4	15	13	1	—	—	—	—	65	3																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
	62-4	64-3	56-3	58-0	100	100	100	100	100	98	99	94	100	92	95	79	100	85	90	65	100	41	50	10	55	12	15	1	0	0	0	—	70	2																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
	64-3	67-2	57-4	64-9	100	100	100	100	100	100	100	99	100	98	100	94	100	89	97	72	100	53	70	15	57	31	42	4	—	—	—	—	70	9																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
	66-4	68-5	60-8	64-4	100	100	100	100	100	99	100	98	100	95	97	90	100	93	98	61	83	47	77	23	50	23	28	0	—	—	—	—	70	4																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
WEST NORTH CENTRAL:	65-0	66-8	60-3	—	100	100	100	100	100	99	100	96	—	87	88	77	—	71	75	45	—	28	32	2	—	12	14	0	—	—	—	—	75	5																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
	68-3	70-3	61-1	—	100	100	100	100	100	99	100	94	100	96	99	94	100	94	98	78	100	70	82	27	85	47	57	12	—	—	—	—	75	3																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
	65-9	67-4	59-7	67-3	100	100	100	100	100	99	100	98	100	96	97	91	100	87	90	75	100	52	61	16	40	18	23	6	0	—	—	—	70	3																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
	65-3	67-1	60-4	63-4	100	100	100	100	100	100	100	99	100	98	100	93	100	94	98	81	100	55	67	22	83	47	58	3	33	18	22	3	0	—	75	3																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
WEST SOUTH CENTRAL:	68-1	70-0	59-9	68-2	100	100	100	100	100	100	100	100	100	99	98	100	100	95	98	83	100	70	83	20	83	47	58	11	0	—	—	—	75	3																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
	67-2	69-0	60-9	—	100	100	100	100	100	99	99	98	—	99	99	92	100	90	93	77	100	60	68	27	83	38	46	7	0	—	—	—	75	6																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
	67-6	68-9	63-3	67-9	100	100	100	100	100	100	100	100	100	100	100	99	100	96	97	91	100	54	63	24	83	28	35	7	0	—	—	—	75	6																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
	65-9	67-5	62-4	68-8	100	100	100	100	100	100	99	100	100	100	98	100	96	100	95	97	89	100	62	74	36	100	25	33	8	50	4	0	0	75	3																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
MOUNTAIN:	64-0	66-3	59-4	64-1	100	100	100	100	100	99	100	99	100	94	98	87	100	89	95	77	90	49	62	22	58	16	22	5	9	—	—	—	70 1/2	9																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
	67-5	68-6	61-2	—	100	100	100	100	100	99	100	96	—	95	97	87	—	89	92	73	—	62	67	32	—	37	42	11	—	—	—	—	75 1/4	8																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
	61-9	62-4	57-1	63-0	100	100	96	100	100	98	99	91	100	93	94	82	100	86	89	78	100	33	35	12	—	11	12	3	0	—	—	—	70	7																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
	64-5	66-4	60-6	62-8	100	100	100	100	100	98	98	98	100	93	94	82	100	86	89	78	100	51	62	29	50	22	29	7	0	—	—	—	70	5																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
PACIFIC:	63-3	65-3	57-9	65-0	100	100	100	100	100	99	100	96	100	94	97	85	100	92	96	81	100	49	62	16	50	30	30	5	0	—	—	—	70	4																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
	63-4	65-0	63-4	65-0	100	100	100	100	100	100	100	100	100	99	99	98	100	94	98	73	67	66	76	42	62	46	56	22	67	23	30	7	0	3/4	5																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
	67-0	69-2	62-1	69-4	100	100	100	100	100	100	100	100	100	100	98	99	100	94	97	87	100	63	68	28	88	38	50	8	40	13	18	1	0	70	4																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
	61-0	61-6	56-0	—	100	100	100	100	100	98	99	95	—	98	99	94	81	78	81	57	—	55	58	31	7	10	12	1	—	—	—	—	70	5																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
AVERAGE (Above States)	62-7	65-5	57-1	—	100	100	100	100	100	99	99	98	—	93	96	89	—	81	90	64	—	32	48	0	—	14	21	0	—	—	—	—	70	2																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
	64-5	65-7	57-9	63-2	100	100	100	100	100	99	100	97	100	96	97	88	95	90	93	74	91	50	58	8	40	18	21	0	6	—	—	—	70	7																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
	64-7	66-3	59-4	64-5	100	100	100	100	100	99	99	97	100	96	97	91	99	88	92	73	91	47	56	18	54	24	29	5	17	10	13	1	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—</

1/ All stations have the same speed limits unless otherwise noted.

2/ No more than two stations have different speed limits.

3/ Reasonable and prudent.

4/ Speed limit varies by station with 75 m.p.h. maximum.

- Indicates data not available.

TABLE 3.--AVERAGE SPEEDS OF VEHICLES AND PERCENTAGES OF VEHICLES EXCEEDING VARIOUS SPEEDS BY TYPE OF HIGHWAY
IN 1971

No. of States	Type of Highway	Average speed m.p.h.		Percent over 40 m.p.h.		Percent over 45 m.p.h.		Percent over 50 m.p.h.		Percent over 55 m.p.h.		Percent over 60 m.p.h.		Percent over 65 m.p.h.		Percent over 70 m.p.h.		Percent over 75 m.p.h.	
		All	P.C. Tk. Bus	All	P.C. Tk. Bus	All	P.C. Tk. Bus	All	P.C. Tk. Bus	All	P.C. Tk. Bus	All	P.C. Tk. Bus	All	P.C. Tk. Bus	All	P.C. Tk. Bus	All	P.C. Tk. Bus
34	Main Rural 1/2/.....	60.6	62.0 56.1 60.2	98	99 97 98	95	96 91 93	86	89 77 85	71	76 55 72	50	57 28 56	30	36 11 36	14	17 3 9	6	7 1 1
34	Rural Interstate completed 1/2/.....	64.7	66.3 59.4 64.5	100	100 100 100	99	99 97 99	96	97 91 99	88	92 73 91	70	78 42 76	47	56 18 54	24	29 5 17	10	13 1 0
7	Rural Interstate traveled-way 1/2/3/..	60.9	62.3 56.9 62.9	99	100 100 100	97	98 94 96	90	93 79 96	76	81 58 92	50	57 28 85	27	32 10 27	9	11 2 0	2	3 1 0
34	Rural Primary 1/2/.....	57.7	58.9 54.0 57.5	97	98 95 97	92	94 86 89	79	83 67 78	60	66 43 62	37	43 19 42	18	22 7 25	7	8 2 4	2	3 1 0
15	Urban Interstate completed 2/.....	56.0	57.2 52.6 55.7	97	98 94 95	91	93 85 92	75	80 64 73	54	59 41 57	27	32 15 23	11	14 4 10	3	4 0 0	1	1 0 0
3	Suburban Interstate completed.....	61.5	63.1 56.4 61.6	100	100 99 95	98	99 94 95	93	96 83 95	79	85 58 79	60	69 29 70	32	39 8 31	12	15 1 5	3	4 0 0
	Freeways and toll roads:																		
	Main Turnpike.....	65.7	— — —	100	— — —	100	— — —	99	— — —	96	— — —	82	— — —	55	— — —	25	— — —	—	— — —
	Michigan Freeways.....	64.5	66.1 57.9 64.1	100	100 100 100	99	100 98 100	96	97 90 100	88	93 68 85	70	79 33 77	47	56 8 46	22	27 0 15	6	7 0 0
	Nevada Freeways.....	68.4	70.6 63.4 65.0	100	100 100 100	100	100 100 100	99	99 98 100	94	98 87 67	87	92 74 67	66	76 42 67	46	56 22 67	23	30 7 0
	New Hampshire Turnpike.....	65.3	65.5 61.5 —	100	100 100 —	100	100 100 —	98	98 96 —	94	95 92 —	76	77 53 —	55	57 30 —	15	16 0 —	6	6 0 —
	New Jersey Gardenstate Parkway.....	59.5	59.5 — —	100	100 — —	99	99 — —	96	96 — —	77	77 — —	59	59 — —	14	14 — —	5	5 — —	1	1 — —
	Oregon Freeways.....	63.0	65.9 57.3 —	100	100 100 —	100	100 99 —	97	99 93 —	88	95 74 —	60	80 20 —	36	54 0 —	17	25 0 —	4	6 0 —
	Pennsylvania Freeways.....	54.6	56.2 52.0 55.5	99	99 100 100	93	96 89 94	76	84 61 80	45	57 25 46	16	22 6 25	3	4 1 5	0	0 0 0	0	0 0 0
	Rhode Island Freeways (rural).....	60.5	61.0 57.2 61.0	100	100 100 100	100	100 100 100	98	98 94 100	84	86 68 100	64	68 43 50	22	24 8 25	7	8 0 0	—	— — —
	Rhode Island Freeways (urban).....	51.5	51.9 48.2 50.7	98	99 93 100	89	91 73 100	62	65 42 33	23	25 10 17	8	9 3 17	1	2 0 0	0	0 0 0	—	— — —
	Texas-Ft. Worth-Dallas Turnpike.....	63.3	65.5 60.6 64.3	100	100 100 100	100	100 99 100	95	98 92 94	90	96 84 94	63	78 46 69	44	58 27 63	10	15 4 0	3	5 1 0
	Texas-Stemmons Freeway.....	54.1	55.7 52.9 50.6	99	100 97 100	96	99 93 100	68	78 59 57	49	59 40 44	9	14 5 0	4	6 1 0	0	1 0 0	0	0 0 0
20	Rural secondary 1/2/.....	53.5	54.4 50.2 47.8	98	98 94 98	80	83 71 49	61	65 47 32	41	45 26 20	22	25 9 8	11	12 4 6	3	4 1 0	1	1 0 0
14	Urban primary.....	42.0	42.5 39.8 37.4	69	70 65 53	40	42 31 27	25	28 17 3	13	15 6 1	5	6 2 0	2	2 0 0	0	0 0 0	0	0 0 0
3	Urban secondary.....	38.3	38.5 37.7 34.1	62	63 50 35	18	20 16 6	6	6 5 0	2	2 2 0	0	0 0 0	0	0 0 0	0	0 0 0	0	0 0 0
5	Suburban primary.....	53.5	53.6 48.8 51.8	94	95 90 83	74	77 64 72	58	62 45 66	40	45 26 52	25	29 11 16	10	12 3 10	3	4 1 0	0	1 0 0

Percentages for 70 m.p.h. are based on 33 States for main rural roads, for rural primary, and for rural Interstate completed; 6 States for rural Interstate traveled-way; 19 States for rural secondary.
Percentages for 75 m.p.h. are based on 22 States for main rural roads, for rural primary, and for rural Interstate completed; 4 States for rural Interstate traveled-way; 8 States for urban Interstate completed; 11 States for rural secondary.
Rural Interstate traveled-way includes roads that are adequate for present traffic but have not been upgraded to full Interstate design standards, and those older sections of existing roads that are presently serving the Interstate traffic in Interstate corridors.
Indicates data not available.

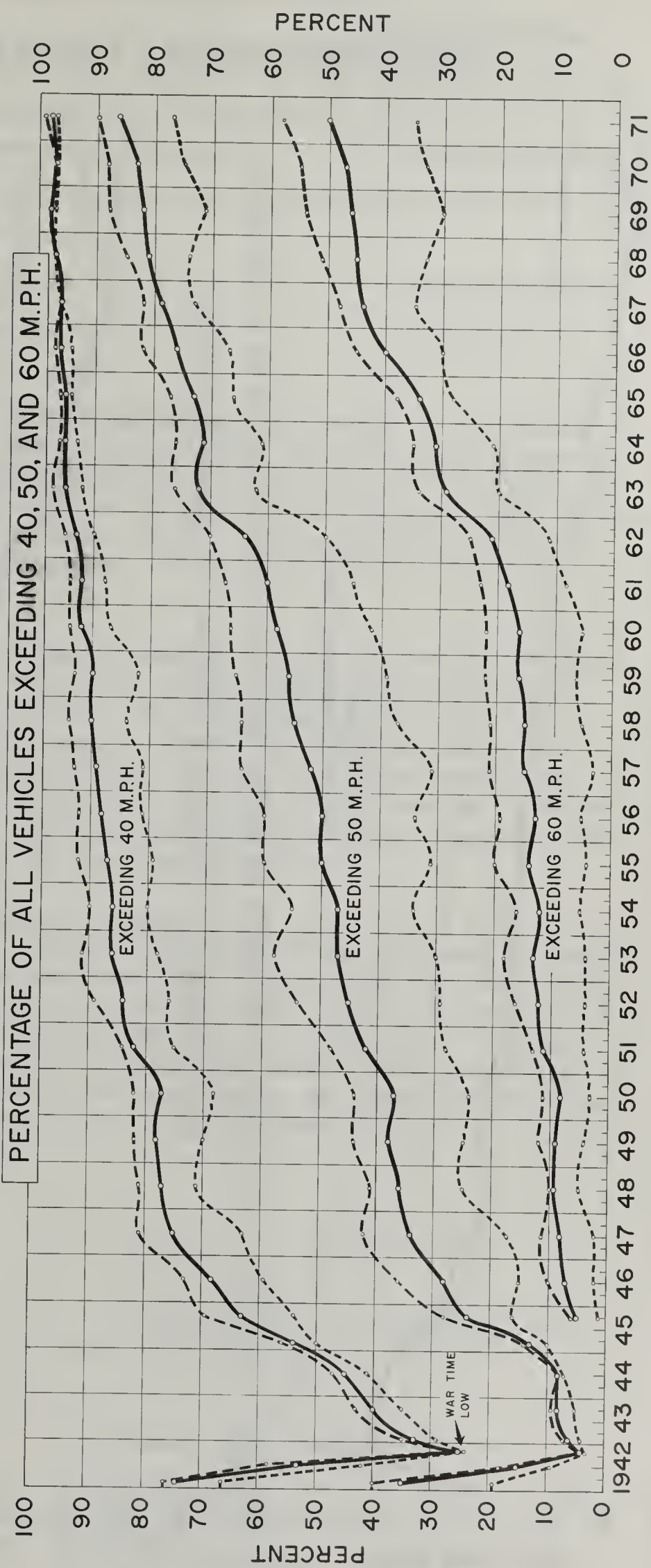
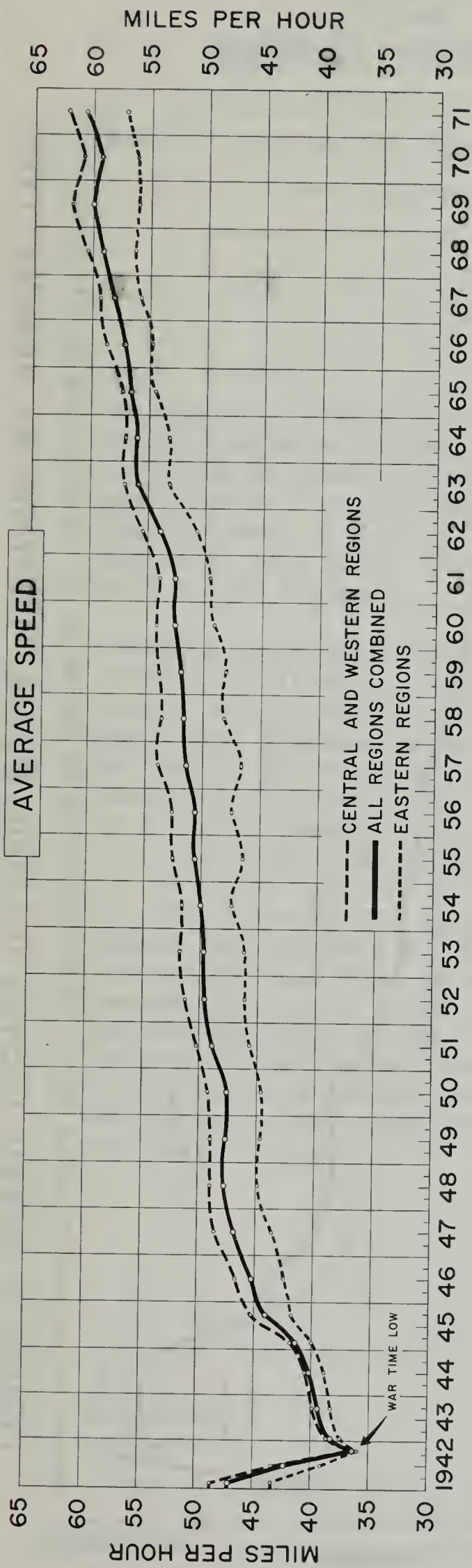


FIGURE 1—SPEED TRENDS ON MAIN RURAL HIGHWAYS BY REGIONS

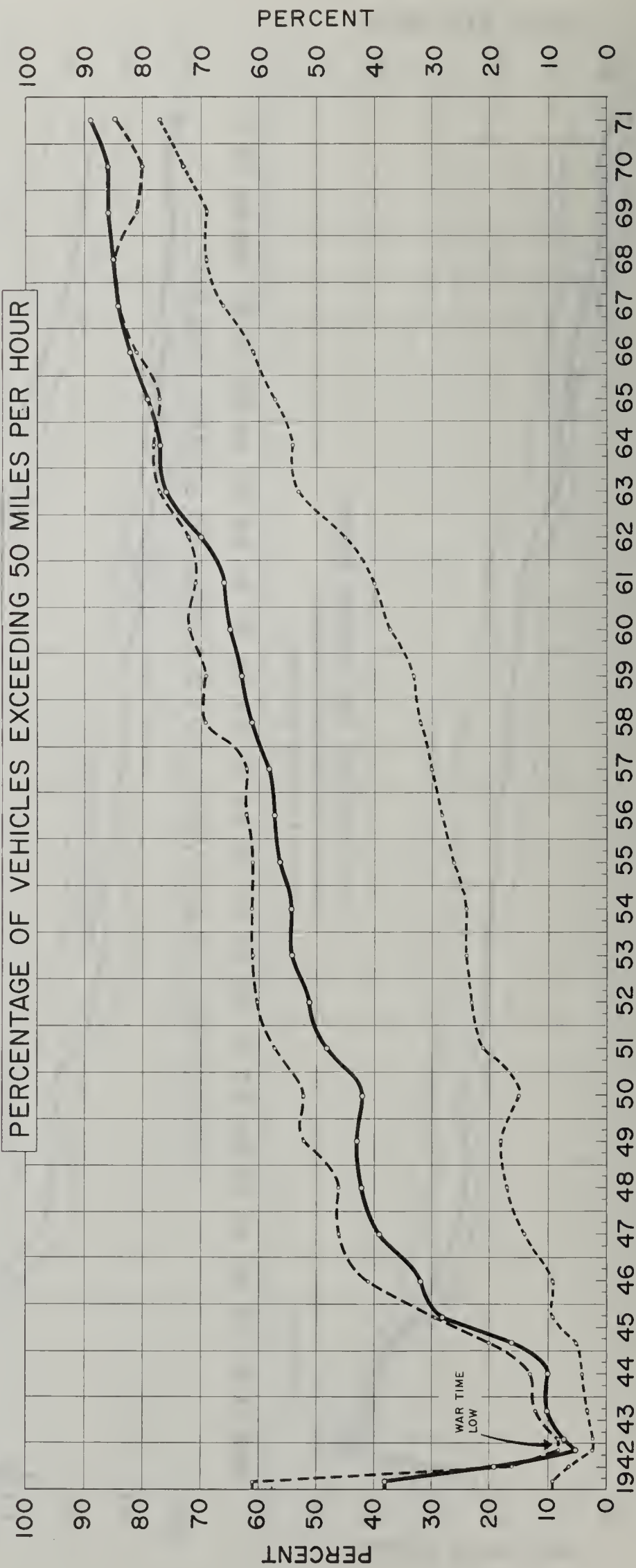
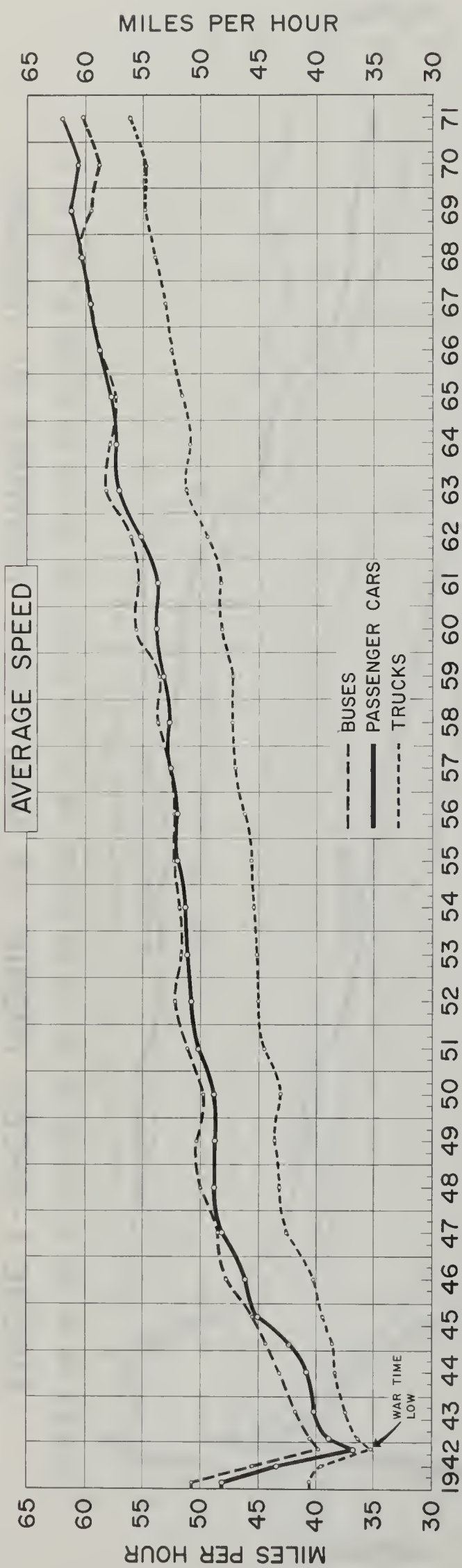


FIGURE 2-SPEED TRENDS ON MAIN RURAL HIGHWAYS BY VEHICLE TYPE

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1972

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

SUBJECT 1973 "Traffic Speed Trends" Report

FHWA NOTICE

July 31, 1973

HHP-13

Attached is a copy of the 1973 "Traffic Speed Trends" report based on data collected by 35 States during 1972. As shown in the report, the trend in speeds decreased slightly during 1972. The average speed for all free-moving vehicles of 60.3 m.p.h. on main rural roads for 1972 was 0.3 m.p.h. less than 1971. The average is based on speeds of 61.6 m.p.h. for passenger cars, 56.2 m.p.h. for trucks, and 60.3 m.p.h. for buses.

The data again indicate that more than 50 percent of the free-moving vehicles on straight, open sections of main rural roads exceed 60 m.p.h. in the majority of States. Average speeds over the past 10 years have increased about 7 m.p.h. As in the previous year, 14 percent of all vehicles traveled over 70 m.p.h. Approximately the same proportion exceeded 60 m.p.h. in 1957 when the average speed was 51.4 m.p.h. Speeds in the Central and Western Regions remained about 5 m.p.h. faster than speeds in the Eastern Region.

In 1972, free-flowing speeds on completed sections of the Interstate System averaged 64.9 m.p.h. for all vehicles which was about 0.2 m.p.h. faster than in 1971. As in the year 1971, 24 percent of the vehicles exceeded 70 m.p.h. on Interstate routes. This was almost double the percent exceeding 70 m.p.h. on all main rural roads, which include the Interstate System, and more than three times the percent exceeding 70 m.p.h. on rural primary roads. Average speeds on completed sections of the rural Interstate System have also increased about 7 m.p.h. over the past 10 years.

Sidney Goldstein

Sidney Goldstein
Acting Associate Administrator
for Planning

Attachment

THE LIBRARY OF THE

OCT 25 1976

DISTRIBUTION: Special Distribution UNIVERSITY OF ILLINOIS
Headquarters AT URBANA-CHAMPAIGN
Regions
Divisions

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TRAFFIC SPEED TRENDS

The results of speed studies conducted in 1972 are summarized in the attached tables 1, 2, and 3. The data were collected on level, straight sections of main rural roads and on urban streets during off-peak periods of the day when traffic densities were low and drivers traveled at their desired speeds. Information on speeds has been collected by the States and summarized by the Federal Highway Administration since 1942. Speed data for Hawaii are included in the tables; however, the data have been omitted from the totals in order to maintain comparable figures with previous years.

As shown in figures 1 and 2, nationwide average free-flowing vehicle speeds decreased in 1972 from that of the previous year. The 1972 average speed for all regions was 60.3 m.p.h. compared to 60.6 m.p.h. for 1971 on main rural roads. Figure 1 shows that the speed decreased slightly in all regions and that the percentage of vehicles exceeding 50 m.p.h. also decreased slightly on a national basis. The percentage of vehicles exceeding 40 m.p.h. and 60 m.p.h. remained the same as in the previous year. Detailed data are listed in the tables showing average free-moving speeds from 35 m.p.h. to 75 m.p.h. in 5 m.p.h. increments by region and State.

Figure 2 shows the average free-flow speed by type of vehicle. The speed of passenger cars decreased from 62.0 m.p.h. to 61.6 m.p.h. while speeds for trucks (56.2 m.p.h.) and buses (60.3 m.p.h.) remained almost the same as in 1971. Truck speeds during 1972 were about 5 m.p.h. below passenger cars and about 4 m.p.h. below buses.

A summary of speed data by State and regions for main rural roads, including the Interstate System, is shown in Table 1. The table shows an average free-flowing speed of 60.3 m.p.h. for all vehicles which is 0.3 m.p.h. less than 1971. Speeds on straight-level roadways during off-peak periods have increased about 7 m.p.h. over the past 10 years. As in 1971, 14 percent of all vehicles traveled over 70 m.p.h. on main rural roads during 1972. Of the continental States reporting, Texas recorded the highest speed, 65.4 m.p.h., while New Jersey and Tennessee recorded the lowest, 53.0 m.p.h.

Speed study data obtained on completed sections of the rural Interstate System by States are included in Table 2. The average of all vehicles was 64.9 m.p.h., compared to 64.7 m.p.h. for 1971. During 1972, 71 percent of the vehicles traveled over 60 m.p.h. and 24 percent traveled over 70 m.p.h. on completed Interstate routes.

Table 3 includes data for various types of highways and some individual freeways. It shows that average speeds of free-moving vehicles on the completed portions of the rural Interstate System are over 5 m.p.h. greater than on existing rural Interstate traveled-way sections. The Interstate traveled-way consists of older roads which connect completed portions of the Interstate System and presently serve the traffic which will use the Interstate System when completed. The information also indicates that average free-moving speeds on completed rural Interstate routes are about 5 m.p.h. greater than on existing main rural roads. The main rural category includes toll and free sections of completed rural Interstate, rural Interstate traveled-way and other primary roads.

TABLE 2. --AVERAGE SPEEDS OF FREE-MOVING VEHICLES AND PERCENTAGES OF VEHICLES TRAVELING IN EXCESS OF VARIOUS SPEEDS,
ON LEVEL, STRAIGHT SECTIONS OF THE COMPLETED PORTIONS OF THE RURAL INTERSTATE SYSTEM FOR 1972

REGION AND STATE	AVERAGE SPEED										PERCENTAGE OF VEHICLES										SPEED EXCEEDED										SPEED LIMIT (1)	NUMBER OF 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BUS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
																																										70 M.P.H.										75 M.P.H.										80 M.P.H.										85 M.P.H.										90 M.P.H.										95 M.P.H.										100 M.P.H.										105 M.P.H.										110 M.P.H.										115 M.P.H.										120 M.P.H.										125 M.P.H.										130 M.P.H.										135 M.P.H.										140 M.P.H.										145 M.P.H.										150 M.P.H.										155 M.P.H.										160 M.P.H.										165 M.P.H.										170 M.P.H.										175 M.P.H.										180 M.P.H.										185 M.P.H.										190 M.P.H.										195 M.P.H.										200 M.P.H.										205 M.P.H.										210 M.P.H.										215 M.P.H.										220 M.P.H.										225 M.P.H.										230 M.P.H.										235 M.P.H.										240 M.P.H.										245 M.P.H.										250 M.P.H.										255 M.P.H.										260 M.P.H.										265 M.P.H.										270 M.P.H.										275 M.P.H.										280 M.P.H.										285 M.P.H.										290 M.P.H.										295 M.P.H.										300 M.P.H.										305 M.P.H.										310 M.P.H.										315 M.P.H.										320 M.P.H.										325 M.P.H.										330 M.P.H.										335 M.P.H.										340 M.P.H.										345 M.P.H.										350 M.P.H.										355 M.P.H.										360 M.P.H.										365 M.P.H.										370 M.P.H.										375 M.P.H.										380 M.P.H.										385 M.P.H.										390 M.P.H.										395 M.P.H.										400 M.P.H.										405 M.P.H.										410 M.P.H.										415 M.P.H.										420 M.P.H.										425 M.P.H.										430 M.P.H.										435 M.P.H.										440 M.P.H.										445 M.P.H.										450 M.P.H.										455 M.P.H.										460 M.P.H.										465 M.P.H.										470 M.P.H.										475 M.P.H.										480 M.P.H.										485 M.P.H.										490 M.P.H.										495 M.P.H.										500 M.P.H.										505 M.P.H.										510 M.P.H.										515 M.P.H.										520 M.P.H.										525 M.P.H.										530 M.P.H.										535 M.P.H.										540 M.P.H.										545 M.P.H.										550 M.P.H.										555 M.P.H.										560 M.P.H.										565 M.P.H.										570 M.P.H.										575 M.P.H.										580 M.P.H.										585 M.P.H.										590 M.P.H.										595 M.P.H.										600 M.P.H.										605 M.P.H.										610 M.P.H.										615 M.P.H.										620 M.P.H.										625 M.P.H.										630 M.P.H.										635 M.P.H.										640 M.P.H.										645 M.P.H.										650 M.P.H.										655 M.P.H.										660 M.P.H.										665 M.P.H.										670 M.P.H.										675 M.P.H.										680 M.P.H.										685 M.P.H.										690 M.P.H.										695 M.P.H.										700 M.P.H.										705 M.P.H.										710 M.P.H.										715 M.P.H.										720 M.P.H.										725 M.P.H.										730 M.P.H.										735 M.P.H.										740 M.P.H.										745 M.P.H.										750 M.P.H.										755 M.P.H.										760 M.P.H.										765 M.P.H.										770 M.P.H.										775 M.P.H.										780 M.P.H.										785 M.P.H.										790 M.P.H.										795 M.P.H.										800 M.P.H.										805 M.P.H.										810 M.P.H.										815 M.P.H.										820 M.P.H.										825 M.P.H.										830 M.P.H.										835 M.P.H.										840 M.P.H.										845 M.P.H.										850 M.P.H.										855 M.P.H.										860 M.P.H.										865 M.P.H.										870 M.P.H.										875 M.P.H.										880 M.P.H.										885 M.P.H.										890 M.P.H.										895 M.P.H.										900 M.P.H.										905 M.P.H.										910 M.P.H.										915 M.P.H.										920 M.P.H.										925 M.P.H.										930 M.P.H.										935 M.P.H.										940 M.P.H.										945 M.P.H.										950 M.P.H.										955 M.P.H.										960 M.P.H.										965 M.P.H.										970 M.P.H.										975 M.P.H.										980 M.P.H.										985 M.P.H.										990 M.P.H.										995 M.P.H.										1000 M.P.H.										1005 M.P.H.										1010 M.P.H.										1015 M.P.H.										1020 M.P.H.										1025 M.P.H.										1030 M.P.H.										1035 M.P.H.										1040 M.P.H.										1045 M.P.H.										1050 M.P.H.										1055 M.P.H.										1060 M.P.H.										1065 M.P.H.										1070 M.P.H.										1075 M.P.H.										1080 M.P.H.										1085 M.P.H.										1090 M.P.H.										1095 M.P.H.										1100 M.P.H.										1105 M.P.H.										1110 M.P.H.										1115 M.P.H.										1120 M.P.H.										1125 M.P.H.										1130 M.P.H.										1135 M.P.H.										1140 M.P.H.										1145 M.P.H.										1150 M.P.H.										1155 M.P.H.										1160 M.P.H.										1165 M.P.H.										1170 M.P.H.										1175 M.P.H.										1180 M.P.H.										1185 M.P.H.										1190 M.P.H.										1195 M.P.H.										1200 M.P.H.										1205 M.P.H.										1210 M.P.H.										1215 M.P.H.										1220 M.P.H.										1225 M.P.H.										1230 M.P.H.										1235 M.P.H.										1240 M.P.H.										1245 M.P.H.										1250 M.P.H.										1255 M.P.H.										1260 M.P.H.										1265 M.P.H.										1270 M.P.H.										1275 M.P.H.										1280 M.P.H.										1285 M.P.H.										1290 M.P.H.										1295 M.P.H.										1300 M.P.H.										1305 M.P.H.										1310 M.P.H.										1315 M.P.H.										1320 M.P.H.										1325 M.P.H.										1330 M.P.H.										1335 M.P.H.										1340 M.P.H.										1345 M.P.H.										1350 M.P.H.										1355 M.P.H.										1360 M.P.H.										1365 M.P.H.										1370 M.P.H.										1375 M.P.H.										1380 M.P.H.										1385 M.P.H.										1390 M.P.H.										1395 M.P.H.										1400 M.P.H.										1405 M.P.H.										1410 M.P.H.										1415 M.P.H.										1420 M.P.H.										1425 M.P.H.										1430 M.P.H.										1435 M.P.H.										1440 M.P.H.										1445 M.P.H.										1450 M.P.H.										1455 M.P.H.										1460 M.P.H.										1465 M.P.H.										1470 M.P.H.										1475 M.P.H.										1480 M.P.H.										1485 M.P.H.										1490 M.P.H.										1495 M.P.H.										1500 M.P.H.										1505 M.P.H.										1510 M.P.H.										1515 M.P.H.										1520 M.P.H.										1525 M.P.H.										1530 M.P.H.										1535 M.P.H.										1540 M.P.H.										1545 M.P.H.										1550 M.P.H.										1555 M.P.H.										1560 M.P.H.										1565 M.P.H.										1570 M.P.H.										1575 M.P.H.										1580 M.P.H.										1585 M.P.H.										1590 M.P.H.										1595 M.P.H.										1600 M.P.H.										1605 M.P.H.										1610 M.P.H.										1615 M.P.H.										1620 M.P.H.										1625 M.P.H.										1630 M.P.H.										1635 M.P.H.										1640 M.P.H.										1645 M.P.H.										1650 M.P.H.										1655 M.P.H.										1660 M.P.H.										1665 M.P.H.										1670 M.P.H.										1675 M.P.H.										1680 M.P.H.										1685 M.P.H.										1690 M.P.H.										1695 M.P.H.										1700 M.P.H.										1705 M.P.H.										1710 M.P.H.										1715 M.P.H.										1720 M.P.H.										1725 M.P.H.										1730 M.P.H.										1735 M.P.H.										1740 M.P.H.										1745 M.P.H.										1750 M.P.H.										1755 M.P.H.										1760 M.P.H.										1765 M.P.H.										1770 M.P.H.										1775 M.P.H.										1780 M.P.H.										1785 M.P.H.										1790 M.P.H.										1795 M.P.H.										1800 M.P.H.										1805 M.P.H.										1810 M.P.H.										1815 M.P.H.										1820 M.P.H.										1825 M.P.H.										1830 M.P.H.										1835 M.P.H.										1840 M.P.H.										1845 M.P.H.										1850 M.P.H.										1855 M.P.H.										1860 M.P.H.										1865 M.P.H.										1870 M.P.H.										1875 M.P.H.										1880 M.P.H.										1885 M.P.H.										1890 M.P.H.										1895 M.P.H.										1900 M.P.H.										1905 M.P.H.										1910 M.P.H.										1915 M.P.H.										1920 M.P.H.										1925 M.P.H.										1930 M.P.H.										1935 M.P.H.										1940 M.P.H.										1945 M.P.H.										1950 M.P.H.										1955 M.P.H.										1960 M.P.H.										1965 M.P.H.										1970 M.P.H.										1975 M.P.H.										1980 M.P.H.										1985 M.P.H.										1990 M.P.H.										1995 M.P.H.										2000 M.P.H.										2005 M.P.H.										2010 M.P.H.										2015 M.P.H.										2020 M.P.H.										2025 M.P.H.										2030 M.P.H.										2035 M.P.H.										2040 M.P.H.										2045 M.P.H.										2050 M.P.H.										2055 M.P.H.										2060 M.P.H.										2065 M.P.H.										2070 M.P.H.										2075 M.P.H.										2080 M.P.H.										2085 M.P.H.										2090 M.P.H.										2095 M.P.H.										2100 M.P.H.										2105 M.P.H.										2110 M.P.H.										2115 M.P.H.										2120 M.P.H.										2125 M.P.H.										2130 M.P.H.										2135 M.P.H.										2140 M.P.H.										2145 M.P.H.										2150 M.P.H.										2155 M.P.H.										2160 M.P.H.										2165 M.P.H.										2170 M.P.H.										2175 M.P.H.										2180 M.P.H.										2185 M.P.H.										2190 M.P.H.										2195 M.P.H.										2200 M.P.H.										2205 M.P.H.										2210 M.P.H.										2215 M.P.H.										2220 M.P.H.										2225 M.P.H.										2230 M.P.H.										2235 M.P.H.										2240 M.P.H.										2245 M.P.H.										2250 M.P.H.										2255 M.P.H.										2260 M.P.H.										2265 M.P.H.										2270 M.P.H.										2275 M.P.H.										2280 M.P.H.										2285 M.P.H.										2290 M.P.H.										2295 M.P.H.										2300 M.P.H.										2305 M.P.H.										2310 M.P.H.										2315 M.P.H.										2320 M.P.H.										2325 M.P.H.										2330 M.P.H.										2335 M.P.H.										2340 M.P.H.										2345 M.P.H.										2350 M.P.H.										2355 M.P.H.										2360 M.P.H.										2365 M.P.H.										2370 M.P.H.										2375 M.P.H.										2380 M.P.H.										2385 M.P.H.										2390 M.P.H.										2395 M.P.H.										2400 M.P.H.										2405 M.P.H.										2410 M.P.H.										2415 M.P.H.										2420 M.P.H.										2425 M.P.H.										2430 M.P.H.										2435 M.P.H.										2440 M.P.H.										2445 M.P.H.										2450 M.P.H.										2455 M.P.H.										2460 M.P.H.										2465 M.P.H.										2470 M.P.H.										2475 M.P.H.										2480 M.P.H.										2485 M.P.H.										2490 M.P.H.										2495 M.P.H.										2500 M.P.H.										2505 M.P.H.										2510 M.P.H.										2515 M.P.H.										2520 M.P.H.										2525 M.P.H.										2530 M.P.H.										2535 M.P.H.										2540 M.P.H.										2545 M.P.H.										2550 M.P.H.										2555 M.P.H.										2560 M.P.H.										2565 M.P.H.										2570 M.P.H.										2575 M.P.H.										2580 M.P.H.										2585 M.P.H.										2590 M.P.H.										2595 M.P.H.										2600 M.P.H.										2605 M.P.H.										2610 M.P.H.										2615 M.P.H.										2620 M.P.H.										2625 M.P.H.										2630 M.P.H.										2635 M.P.H.										2640 M.P.H.										2645 M.P.H.										2650 M.P.H.										2655 M.P.H.										2660 M.P.H.										2665 M.P.H.										2670 M.P.H.										2675 M.P.H.										2680 M.P.H.										2685 M.P.H.										2690 M.P.H.										2695 M.P.H.										2700 M.P.H.										2705 M.P.H.										2710 M.P.H.										2715 M.P.H.										2720 M.P.H.										2725 M.P.H.										2730 M.P.H.										2735 M.P.H.										2740 M.P.H.										2745 M.P.H.										2750 M.P.H.										2755 M.P.H.										2760 M.P.H.										2765 M.P.H.										2770 M.P.H.										2775 M.P.H.										2780 M.P.H.										2785 M.P.H.										2790 M.P.H.										2795 M.P.H.										2800 M.P.H.										2805 M.P.H.										2810 M.P.H.										2815 M.P.H.										2820 M.P.H.										2825 M.P.H.										2830 M.P.H.										2835 M.P.H.										2840 M.P.H.										2845 M.P.H.										2850 M.P.H.										2855 M.P.H.										2860 M.P.H.										2865 M.P.H.										2870 M.P.H.										2875 M.P.H.										2880 M.P.H.										2885 M.P.H.										2890 M.P.H.										2895 M.P.H.										2900 M.P.H.										2905 M.P.H.										2910 M.P.H.										2915 M.P.H.										2920 M.P.H.										2925 M.P.H.										2930 M.P.H.										2935 M.P.H.										2940 M.P.H.										2945 M.P.H.										2950 M.P.H.										2955 M.P.H.										2960 M.P.H.										2965 M.P.H.										2970 M.P.H.										2975 M.P.H.										2980 M.P.H.										2985 M.P.H.										2990 M.P.H.										2995 M.P.H.										3000 M.P.H.										3005 M.P.H.										3010 M.P.H.										3015 M.P.H.										3020 M.P.H.										3025 M.P.H.										3030 M.P.H.										3035 M.P.H.										3040 M.P.H.										3045 M.P.H.										3050 M.P.H.										3055 M.P.H.										3060 M.P.H.										3065 M.P.H.										3070 M.P.H.										3075 M.P.H.										3080 M.P.H.										3085 M.P.H.										3090 M.P.H.										3095 M.P.H.										3100 M.P.H.										3105 M.P.H.										3110 M.P.H.										3115 M.P.H.										3120 M.P.H.										3125 M.P.H.										3130 M.P.H.										3135 M.P.H.										3140 M.P.H.										3145 M.P.H.										3150 M.P.H.										3155 M.P.H.										3160 M.P.H.										3165 M.P.H.										3170 M.P.H.										3175 M.P.H.										3180 M.P.H.										3185 M.P.H.										3190 M.P.H.									

(1) ALL STATIONS HAVE THE SAME SPEED LIMITS UNLESS OTHERWISE NOTED.
(2) NO MORE THAN TWO STATIONS HAVE DIFFERENT SPEED LIMITS.
(3) REASONABLE AND PRUDENT.
- INDICATES DATA NOT AVAILABLE.

TABLE 3. --AVERAGE SPEEDS OF FREE-MOVING VEHICLES AND PERCENTAGES OF VEHICLES EXCEEDING VARIOUS SPEEDS BY TYPE OF HIGHWAY
IN 1972

NO. OF STATES	TYPE OF HIGHWAY	AVERAGE SPEED M.P.H.		PERCENT OVER 35 M.P.H.		PERCENT OVER 40 M.P.H.		PERCENT OVER 45 M.P.H.		PERCENT OVER 50 M.P.H.		PERCENT OVER 55 M.P.H.		PERCENT OVER 60 M.P.H.		PERCENT OVER 65 M.P.H.		PERCENT OVER TO M.P.H.		PERCENT OVER 75 M.P.H.																						
		ALL	P.C. TK. BUS	ALL	P.C. TK. BUS	ALL	P.C. TK. BUS	ALL	P.C. TK. BUS	ALL	P.C. TK. BUS	ALL	P.C. TK. BUS	ALL	P.C. TK. BUS	ALL	P.C. TK. BUS	ALL	P.C. TK. BUS	ALL	P.C. TK. BUS																					
34	MAIN RURAL (1)(2).....	60.3	61.6	56.2	60.3	100	100	99	100	98	98	96	98	94	95	90	95	85	87	77	85	70	75	56	72	50	56	29	58	30	36	12	35	14	17	3	7	5	7	1	0	
34	RURAL INTERSTATE COMPLETED (1)(2).....	64.9	66.6	59.8	64.0	100	100	100	100	100	100	100	100	99	100	98	100	97	98	92	96	89	93	76	90	71	80	45	79	49	58	20	48	24	30	5	10	9	12	2	0	
4	RURAL I-S. TRAVELED-WAY (1)(2)(3).....	59.5	60.2	57.1	60.4	99	100	99	100	96	97	94	97	91	92	88	97	79	79	76	82	63	64	59	69	43	47	32	63	30	33	17	28	13	15	6	0	3	3	1	0	
34	RURAL PRIMARY (1)(2).....	57.5	58.6	54.0	57.5	99	99	99	100	97	97	94	98	91	93	86	92	78	81	67	77	59	64	44	58	37	42	21	41	19	23	7	9	2	4	2	3	0	0	0	0	
19	URBAN INTERSTATE COMPLETED (1)(2).....	56.4	57.5	53.0	56.1	99	99	98	99	96	97	93	97	90	92	83	90	75	79	63	72	55	60	39	54	30	35	14	30	14	17	4	11	4	5	1	0	1	1	0	0	
4	SUBURBAN INTERSTATE COMPLETED.....	61.9	63.6	57.5	62.3	100	100	100	100	100	100	100	100	99	100	99	100	95	98	87	96	83	89	65	87	57	66	32	54	33	41	10	39	12	15	2	13	2	3	0	2	
	FREWAYS AND TOLL ROADS:																																									
	MAINE TURNPIKE.....	65.6	-	-	-	100	-	-	100	-	-	-	93	-	-	-	-	82	-	-	-	-	-	-	-	-	-	-	-	-	56	-	-	-	24	-	-	-	-	-	-	
	MICHIGAN FREEWAYS.....	66.9	68.7	59.2	68.6	100	100	100	100	100	100	100	100	98	99	93	100	96	98	93	100	93	97	78	100	80	89	43	92	60	71	10	15	31	39	1	25	11	13	0	0	
	NEVADA FREEWAYS.....	65.4	68.0	60.0	62.3	100	100	100	100	100	100	100	100	99	99	97	100	96	98	91	100	88	94	75	88	75	86	52	75	55	66	32	38	32	41	12	13	16	23	3	0	
	NEW HAMPSHIRE TURNPIKE.....	64.7	64.9	61.4	-	100	100	100	100	100	100	100	100	100	100	100	100	100	98	98	96	-	93	93	89	-	72	74	49	-	52	54	30	-	13	14	1	-	5	5	0	-
	NEW JERSEY GARDEN STATE PARKWAY.....	59.9	59.9	-	-	100	100	-	100	100	-	100	100	-	100	100	-	-	98	98	-	-	80	80	-	-	54	54	-	-	20	20	-	-	6	6	-	-	0	0	-	-
	OREGON FREEWAYS.....	62.8	65.7	57.2	-	100	100	100	100	100	100	100	100	-	100	100	100	-	98	99	96	-	83	51	67	-	55	74	18	-	37	55	2	-	17	26	0	-	5	7	0	-
	PENNSYLVANIA FREEWAYS.....	54.2	56.5	51.1	55.5	100	100	100	100	100	100	100	100	91	97	84	94	73	86	55	81	43	59	21	58	15	24	3	23	1	2	0	0	0	0	0	0	0	0	0	0	0
	RHODE ISLAND FREEWAYS (RURAL).....	60.4	62.3	55.0	59.9	100	100	100	100	100	100	100	100	98	100	92	88	95	99	83	88	79	87	55	63	60	70	29	63	26	33	7	63	11	15	2	0	-	-	-	-	
	RHODE ISLAND FREEWAYS (URBAN).....	52.2	52.9	48.7	52.0	100	100	100	100	100	100	100	100	97	99	87	100	82	66	39	0	31	34	17	0	11	12	3	0	4	4	1	0	1	1	0	0	-	-	-	-	
	TEXAS-FT. WORTH-DALLAS TPK.....	64.0	66.2	60.5	64.5	100	100	100	100	100	100	100	100	99	100	98	100	94	98	89	86	90	97	80	86	71	83	51	73	49	64	25	73	11	15	4	5	1	2	0	0	
	TEXAS-STENSONS FREEWAY.....	55.2	55.9	54.7	52.9	100	100	100	100	100	100	100	100	96	96	95	85	77	78	76	77	52	54	50	46	16	20	12	0	7	11	4	0	1	2	0	0	0	0	0	0	0
24	RURAL SECONDARY (1)(2).....	52.6	53.3	49.8	51.2	95	96	93	97	88	89	83	88	76	78	69	61	56	59	46	49	39	42	28	35	22	24	12	19	10	12	5	9	4	4	2	3	1	2	0	1	
17	URBAN PRIMARY.....	42.8	43.4	40.7	39.0	70	71	67	59	55	56	48	40	41	44	34	34	29	32	21	18	18	20	10	10	8	9	4	4	2	3	1	1	0	1	0	0	0	0	0	0	0
5	URBAN SECONDARY.....	39.9	40.0	38.6	37.9	64	66	59	47	47	48	42	34	30	31	26	18	16	13	17	9	9	6	12	3	3	2	4	2	2	2	1	3	1	1	0	1	0	0	0	0	
5	SUBURBAN PRIMARY.....	51.9	53.3	48.1	49.9	92	94	89	88	85	89	78	79	73	78	62	65	56	60	43	56	39	44	24	38	23	27	9	17	10	12	2	3	3	4	0	0	1	1	0	0	
(1) PERCENTAGES FOR 70 M.P.H. ARE BASED ON 33 STATES FOR MAIN RURAL ROADS, FOR RURAL PRIMARY, AND FOR RURAL INTERSTATE COMPLETED; 3 STATES FOR RURAL INTERSTATE TRAVELED-WAY; 19 STATES FOR URBAN INTERSTATE COMPLETED; 23 STATES FOR RURAL SECONDARY.																																										
(2) PERCENTAGES FOR 75 M.P.H. ARE BASED ON 25 STATES FOR MAIN RURAL ROADS, FOR RURAL PRIMARY, AND FOR RURAL INTERSTATE COMPLETED; 3 STATES FOR RURAL INTERSTATE TRAVELED-WAY; 13 STATES FOR URBAN INTERSTATE COMPLETED; 16 STATES FOR RURAL SECONDARY.																																										
(3) RURAL INTERSTATE TRAVELED-WAY INCLUDES ROADS, AND URBAN INTERSTATE TRAVELED-WAY INCLUDES STREETS THAT ARE ADEQUATE FOR PRESENT TRAFFIC BUT HAVE NOT BEEN UPGRADED TO FULL INTERSTATE DESIGN STANDARDS, AND THOSE OTHER SECTIONS OF EXISTING ROADS AND STREETS THAT ARE PRESENTLY SERVING THE INTERSTATE TRAFFIC IN INTERSTATE CORRIDORS.																																										
- INDICATES DATA NOT AVAILABLE.																																										

(1) PERCENTAGES FOR 70 M.P.H. ARE BASED ON 33 STATES FOR MAIN RURAL ROADS, FOR RURAL PRIMARY, AND FOR RURAL INTERSTATE COMPLETED; 3 STATES FOR RURAL INTERSTATE TRAVELED-MAY; 19 STATES FOR URBAN INTERSTATE COMPLETED; 23 STATES FOR RURAL SECONDARY.
(2) PERCENTAGES FOR 75 M.P.H. ARE BASED ON 25 STATES FOR MAIN RURAL ROADS, FOR RURAL PRIMARY, AND FOR RURAL INTERSTATE COMPLETED; 3 STATES FOR RURAL INTERSTATE TRAVELED-MAY; 13 STATES FOR URBAN INTERSTATE COMPLETED; 16 STATES FOR RURAL SECONDARY.
(3) RURAL INTERSTATE TRAVELED-MAY INCLUDES ROADS, AND URBAN INTERSTATE TRAVELED-MAY INCLUDES STREETS THAT ARE ADEQUATE FOR PRESENT TRAFFIC BUT HAVE NOT BEEN UPGRADED TO FULL INTERSTATE DESIGN STANDARDS, AND THOSE OLDER SECTIONS OF EXISTING ROADS AND STREETS THAT ARE PRESENTLY SERVING THE INTERSTATE TRAFFIC IN INTERSTATE CORRIDORS.
- INDICATES DATA NOT AVAILABLE.

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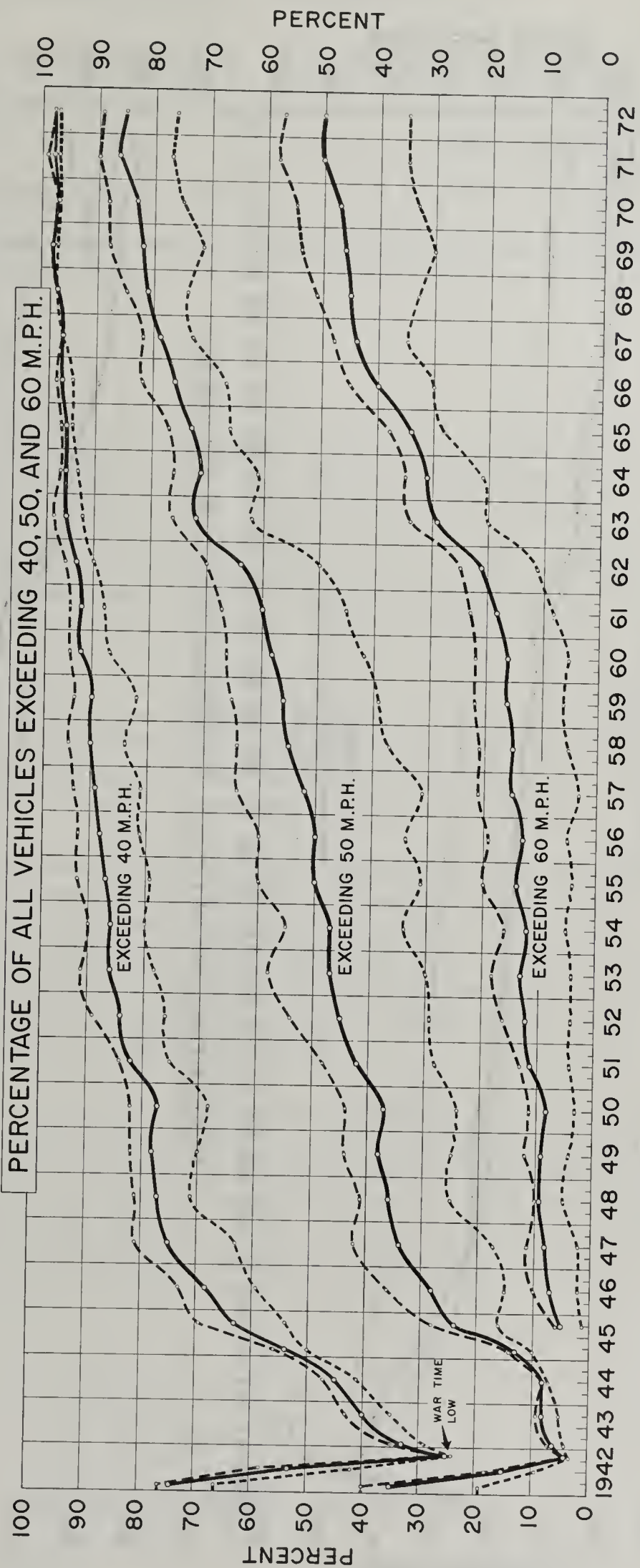
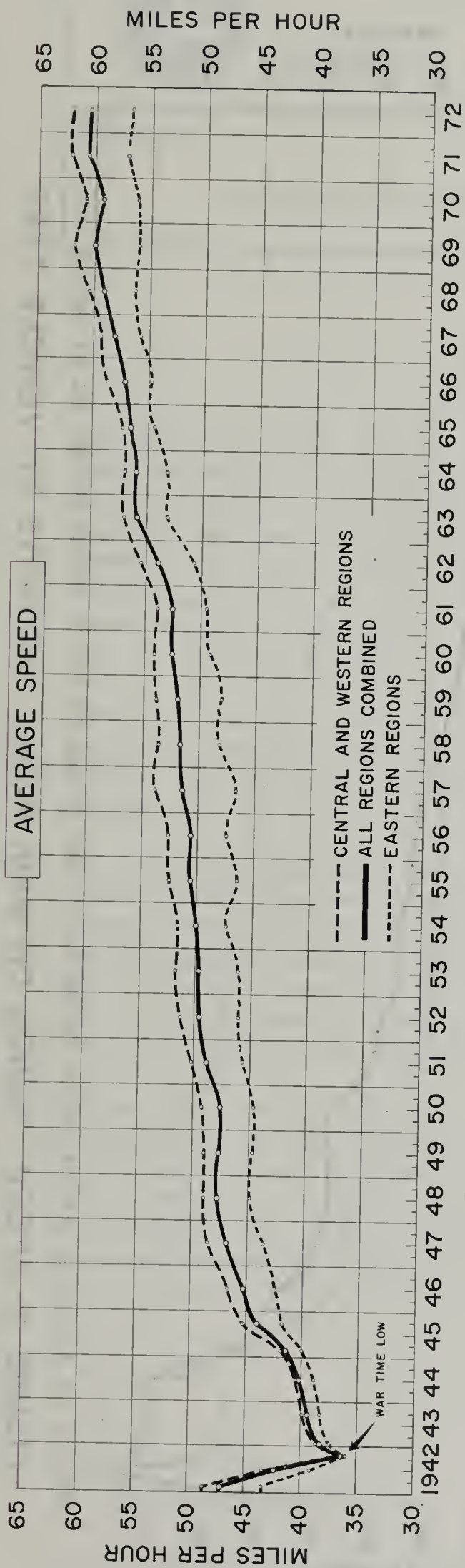


FIGURE 1—SPEED TRENDS ON MAIN RURAL HIGHWAYS BY REGIONS

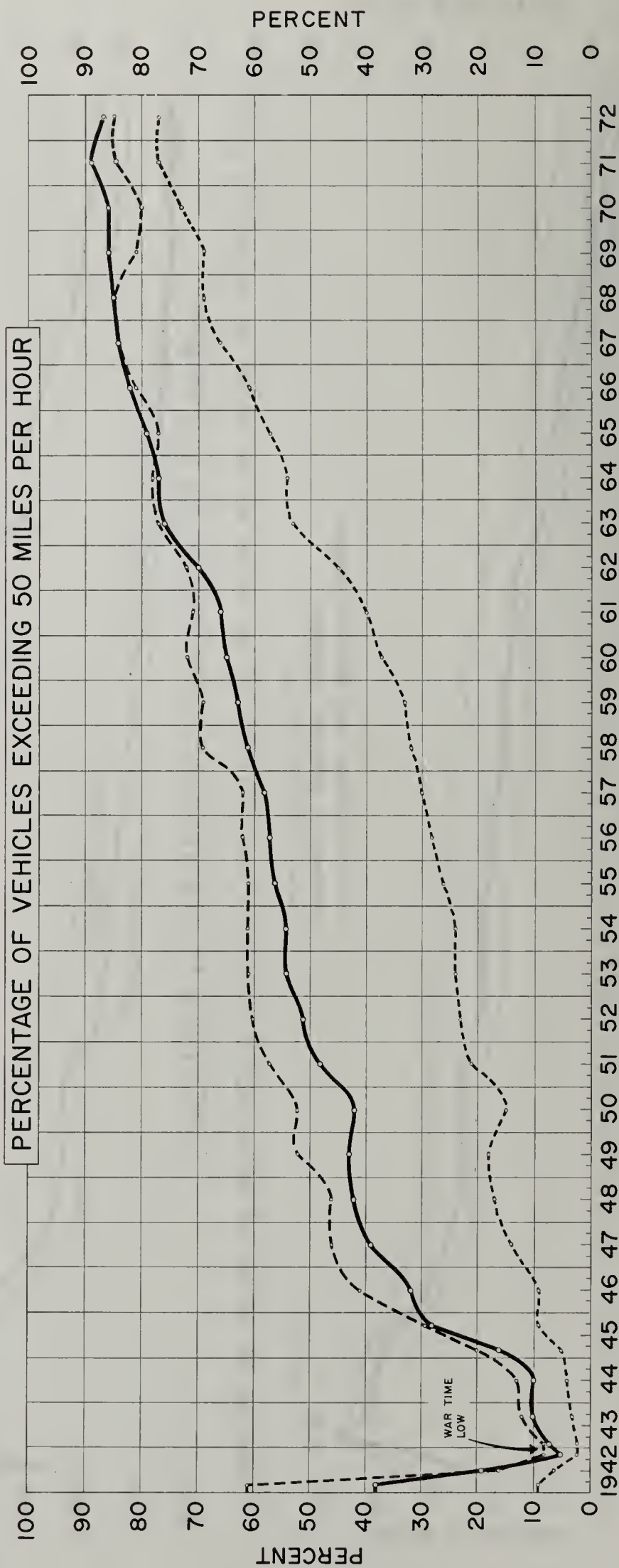
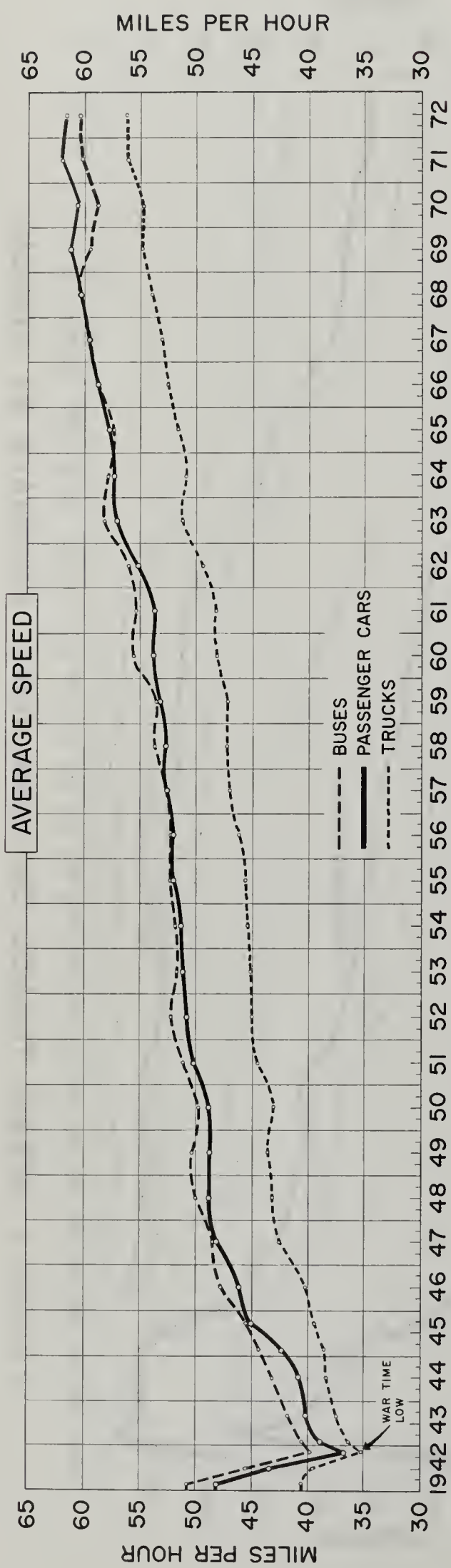


FIGURE 2-SPEED TRENDS ON MAIN RURAL HIGHWAYS BY VEHICLE TYPE

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U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION**SUBJECT**

1974 "Traffic Speed Trends" Report

FHWA BULLETIN

June 25, 1974

Attached is a copy of the 1974 "Traffic Speed Trends" report based on data collected by 37 States during 1973. The report summarizes data obtained from studies conducted primarily in the spring and summer seasons and the information, therefore, is comparable to past reports. However, it does not reflect the reduced speeds at which drivers were traveling toward the end of the year. These reduced speeds, as recorded through special speed studies, are discussed briefly at the end of the main report.

Average speeds for the 1973 spring and summer months of all free-moving vehicles remained the same as in 1972 at 60.3 m.p.h. on main rural roads. The average speeds by vehicle type were 61.6 m.p.h. for passenger cars, 56.6 m.p.h. for trucks, and 60.4 m.p.h. for buses.

The data indicate that more than 50 percent of the free-moving vehicles on straight, open sections of main rural roads exceeded 60 m.p.h. in the majority of States during the spring and summer months of 1973. Average speeds have increased about 5 m.p.h. over the past 10 years. As in the previous year 14 percent of all vehicles traveled over 70 m.p.h. Speeds in the Central and Western Regions remained about 5 m.p.h. faster than speeds in the Eastern Region.

During the spring and summer of 1973, free-flowing speeds on completed sections of the Interstate System averaged 65.0 m.p.h. for all vehicles which was 0.1 m.p.h. faster than 1972. As in the year 1972, 24 percent of the vehicles exceeded 70 m.p.h. on Interstate routes. This was more than three times the percent exceeding 70 m.p.h. on rural primary roads. Average speeds on completed sections of the rural Interstate System have increased about 5.5 m.p.h. over the past 10 years.

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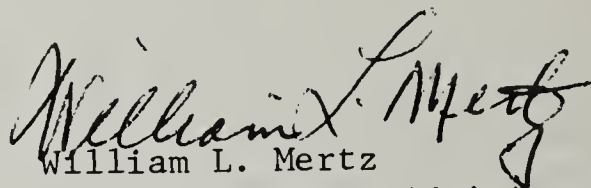
UNIVERSITY OF ILLINOIS
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Several States conducted special limited speed studies during November and December 1973, to determine the effect on average speeds of the fuel shortage and the President's request to reduce vehicle speeds. A summary of these studies indicates that speeds on main rural roads were reduced by about 5 m.p.h. and vehicle speeds on rural Interstate roads were reduced about 8 m.p.h.

We are attaching sufficient copies of the report to provide eight copies for each region, division, and State highway department. Additional copies may be obtained from the Program Management Division (HHP-13) on request.



William L. Mertz
Acting Associate Administrator
for Planning

Attachment



TRAFFIC SPEED TRENDS

The data summarized in the main part of this report were obtained from studies conducted primarily in the spring and summer seasons of 1973. As such the information is comparable to past studies but does not reflect the reduced speeds at which drivers were traveling toward the end of the year.

However, later in the year during the publicity concerning the energy crisis and the request to "slow down" by the President, several States conducted special limited spot speed studies. These special studies were made in November and December of 1973, to determine the impact of the fuel shortage on speeds as well as to determine the voluntary reductions in speeds or compliance with reduced speed limits. A comparison of the regular studies and the special studies is discussed in the latter part of the report.

As in previous years the data were collected on level, straight sections of main rural roads and on urban streets during off-peak periods of the day when traffic densities were low and drivers traveled at their desired speeds. As shown in figure 1, nationwide average free-flowing speeds of all vehicles remained at 60.3 m.p.h., the same as in the previous year, based on spring and summer data of 1973. Figure 1 also shows that during that period, the average speed remained approximately the same in all regions as in the previous year, although the percentage of vehicles exceeding 50 m.p.h. decreased slightly on a national basis.

The national percentage of vehicles exceeding 40 m.p.h. and 60 m.p.h. remained the same as in 1972. Detailed data are listed in the tables showing average free-flowing speeds and percentages of vehicles exceeding speeds of 35 m.p.h. to 75 m.p.h. in 5 m.p.h. increments. These data are shown by region and State.

Figure 2 shows average free-flow speeds by type of vehicle. The average speed of passenger cars remained at 61.6 m.p.h. during the first part of the year while speeds for trucks (56.6 m.p.h.) and buses (60.4 m.p.h.) increased slightly. Truck speeds remained 5 m.p.h. below passenger cars and about 4 m.p.h. below buses.

A summary of speed data by State and regions for main rural roads, including the Interstate System, is shown in Table 1. The table shows an average free-flowing speed of 60.3 m.p.h. for all vehicles. Average speeds on straight-level roadways during off-peak periods have increased only about 5 m.p.h. over the past 10 years and have remained about the same over the past 5 years. During the spring and summer months of 1973, 14 percent of all vehicles traveled over 70 m.p.h. on main rural roads, the same as in 1972. Of the States reporting, Nevada recorded the highest average speed, 66.8 m.p.h., while Connecticut recorded the lowest at 51.3 m.p.h.

Speed study data obtained on completed sections of the rural Interstate System by States are included in Table 2. The average of all vehicles was 65.0 m.p.h. compared to 64.9 m.p.h. in 1972. During this period, 72 percent of the vehicles traveled over 60 m.p.h. and 24 percent traveled over 70 m.p.h. on completed Interstate routes.

Table 3 includes data for various groups of highways and some individual freeways. It shows that the average speed of free-moving vehicles on the completed portions of the rural Interstate System is about 7 m.p.h. greater than on existing rural Interstate traveled-way sections and about 5 m.p.h. greater than on all main rural roads. The Interstate traveled-way consists only of the older roads which connect completed portions of the Interstate System and presently serve the traffic which will use the Interstate System when completed. The main rural category includes toll and free sections of completed rural Interstate, rural Interstate traveled-way and other rural primary roads.

During the fall of 1973 as the energy shortage became more serious, several States reduced their speed limits on Interstate and other State highways. Other States requested drivers to reduce speeds voluntarily. On November 25, 1973, the President requested drivers throughout the Nation to reduce their vehicle speeds on a voluntary basis.

Several States conducted special speed studies in November and December 1973 at selected locations to determine the impact of the above actions. The studies were based on a more limited sample of free-flowing vehicles in most cases than are obtained in the regular annual State studies. The data reflect a definite decrease in speed as shown in the table below. Speed data in the table are from comparable stations where available. Where stations were not similar to previous study stations, the special study data are compared with each State's average free-flow speed for the respective type of highway.

Vehicle speeds on Interstate rural roads decreased from 65.1 to 57.0 in November thru December 1973, in those States conducting studies, or a reduction of about 8 m.p.h. Passenger car speeds decreased almost 9 m.p.h. while truck speeds were reduced about 4 m.p.h.

On other primary rural roads the change was not as great. Speeds of "All Vehicles" reduced from 58.5 m.p.h. to 54.6 m.p.h. or about 4 m.p.h. Passenger car speeds decreased about 5 m.p.h. while truck speeds reduced about 4 m.p.h. A summary of these studies is shown below:

	<u>Average Speeds (Miles per hour)</u>		
<u>I.S. Rural Roads (12 States)</u>	<u>All</u>	<u>P.C.</u>	<u>TKS.</u>
Spring and Summer 1973*	65.1	67.1	59.5
November and December 1973	<u>57.0</u>	<u>58.4</u>	<u>55.2</u>
Average Speed Change	-8.1	-8.7	-4.3
<u>Other Primary Rural Roads (7 States)</u>			
Spring and Summer 1973*	58.5	61.3	55.3
November and December 1973	<u>54.6</u>	<u>56.0</u>	<u>51.7</u>
Average Speed Change	-3.9	-5.3	-3.6
<u>Main Rural Roads (7 States)</u>			
Spring and Summer 1973*	61.8	64.6	57.7
November and December 1973	<u>56.3</u>	<u>58.0</u>	<u>54.2</u>
Average Speed Change	-5.5	-6.6	-3.5

Note - The Main Rural Roads category includes both the Interstate Rural and the Other Primary Rural Roads.

*This is the normal period of the year for conducting regular annual speed studies

TABLE 1 --AVERAGE SPEEDS OF FREE-MOVING VEHICLES AND PERCENTAGES OF VEHICLES TRAVELING IN EXCESS OF VARIOUS SPEEDS
ON LEVEL, STRAIGHT SECTIONS OF MAIN RURAL ROADS, INCLUDING THE INTERSTATE SYSTEM FOR 1973¹

REGION AND STATE	SPEED EXCEEDED											
	AVERAGE SPEED			35 M.P.H.			40 M.P.H.			45 M.P.H.		
	ALL P.C. TR.	BUS	ALL P.C. TR.	ALL P.C. TR.	BUS	ALL P.C. TR.	ALL P.C. TR.	BUS	ALL P.C. TR.	ALL P.C. TR.	BUS	ALL P.C. TR.
MILES PER HOUR												
PERCENTAGE OF VEHICLES												
EASTERN REGIONS												
NEW ENGLAND:												
CONNECTICUT	51.3	51.5	50.2	60.7	100	100	100	100	100	100	100	100
MAINE	51.3	51.5	50.2	60.7	100	100	100	100	100	100	100	100
NEW HAMPSHIRE	51.3	51.5	50.2	60.7	100	100	100	100	100	100	100	100
RHODE ISLAND	51.3	51.5	50.2	60.7	100	100	100	100	100	100	100	100
MIDDLE ATLANTIC:												
NEW JERSEY	53.1	53.8	51.9	54.3	100	100	100	100	100	100	100	100
PENNSYLVANIA	53.2	56.4	52.5	53.5	99	100	100	100	100	100	100	100
SOUTH ATLANTIC:												
VIRGINIA	61.9	63.1	56.4	65.0	100	100	100	100	100	100	100	100
WEST VIRGINIA	54.3	54.8	51.5	51.5	98	98	98	98	98	98	98	98
SOUTH ATLANTIC:												
FLORIDA	57.6	58.1	54.2	58.1	99	99	100	100	100	100	100	100
GEORGIA	59.1	60.2	56.5	59.0	99	99	100	100	100	100	100	100
NORTH CAROLINA	55.5	56.5	53.3	55.3	98	99	100	100	100	100	100	100
SOUTH CAROLINA	62.1	62.9	59.6	64.5	100	100	100	100	100	100	100	100
AVERAGE	56.9	57.6	54.4	58.3	99	100	100	100	100	100	100	100
CENTRAL AND WESTERN REGIONS												
EAST NORTH CENTRAL:												
ILLINOIS	62.2	64.9	56.8	59.0	100	100	100	100	100	100	100	100
INDIANA	63.6	65.1	59.5	61.1	100	100	100	100	100	100	100	100
MICHIGAN	61.9	63.1	56.0	64.1	100	100	100	100	100	100	100	100
OHIO	57.7	58.8	53.5	55.5	100	100	100	100	100	100	100	100
WISCONSIN	63.2	65.8	57.5	65.5	100	100	100	100	100	100	100	100
EAST SOUTH CENTRAL:												
LOUISIANA	61.9	63.6	56.1	64.5	99	100	100	100	100	100	100	100
MISSISSIPPI	53.0	55.2	48.9	48.7	94	96	91	100	89	93	83	100
TENNESSEE	62.5	63.4	58.2	61.1	100	100	100	100	100	100	100	100
WEST NORTH CENTRAL:												
KANSAS	63.8	66.1	59.3	61.1	100	100	100	100	100	100	100	100
MINNESOTA	63.8	63.9	58.3	65.2	100	100	100	100	100	100	100	100
MISSOURI	62.4	65.4	59.6	64.8	100	100	100	100	100	100	100	100
NEBRASKA	61.1	62.2	58.0	58.8	100	100	100	100	100	100	100	100
NORTH DAKOTA	63.6	65.7	57.7	61.2	99	99	99	100	99	99	99	100
SOUTH DAKOTA	60.7	62.6	57.3	61.2	99	99	99	100	97	98	95	100
WEST SOUTH CENTRAL:												
ARKANSAS	58.0	59.9	55.1	53.4	99	100	99	100	97	98	96	100
TEXAS	65.5	67.1	62.1	66.7	100	100	100	100	100	100	100	100
MOUNTAIN:												
ARIZONA	65.2	65.9	61.0	61.0	100	100	100	100	100	100	100	100
COLORADO	62.6	62.6	61.4	61.4	100	100	100	100	100	100	100	100
IDAHO	65.3	69.0	63.2	61.5	99	100	100	100	99	99	99	100
MONTANA	65.8	69.0	60.2	61.5	100	100	100	100	100	100	100	100
NEVADA	66.8	69.0	62.2	66.7	100	100	100	100	100	100	100	100
NEW MEXICO	64.7	66.9	60.6	66.4	100	100	100	100	100	100	100	100
UTAH	58.5	59.4	54.4	63.1	100	100	100	100	99	99	95	100
PACIFIC:												
OREGON	56.9	58.7	53.6	56.9	99	99	99	100	99	99	99	100
WASHINGTON	62.7	64.0	55.9	60.3	100	100	100	100	99	99	99	100
AVERAGE	61.9	63.5	57.6	61.7	100	100	100	100	99	99	97	100
ALL ABOVE STATES												
AVERAGE	60.3	61.6	56.6	60.4	100	100	99	100	98	98	96	100

¹ INDICATES DATA NOT AVAILABLE.
 (1) THESE DATA ARE OBTAINED TO PROVIDE AN INDICATION OF UNIFORMITY OF DESIRED SPEED UNDER IDEAL TRAFFIC, ROADWAY, AND WEATHER CONDITIONS. NOT ALL TRAVEL OCCURS UNDER SUCH CONDITIONS, AND SPEED DISTRIBUTIONS FOR ALL TRAVEL IF AVAILABLE FOR EACH ROAD CATEGORY WOULD LIKELY SHOW GREATER PERCENTAGES AT LOWER AND INTERMEDIATE SPEEDS AND SMALLER PERCENTAGES AT THE HIGH SPEEDS. DATA ARE NOT AVAILABLE FOR THE FULL RANGE OF ROADWAY, TRAFFIC, AND WEATHER CONDITIONS.

TABLE 2.--AVERAGE SPEEDS OF FREE-MOVING VEHICLES AND PERCENTAGES OF VEHICLES TRAVELING IN EXCESS OF VARIOUS SPEEDS.
ON LEVEL, STRAIGHT SECTIONS OF THE COMPLETED PORTIONS OF THE RURAL INTERSTATE SYSTEM FOR 1973

REGION AND STATE	SPEED EXCEEDED												NUMBER OF STATIONS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
	AVERAGE SPEED			35 M.P.H.			40 M.P.H.			45 M.P.H.				50 M.P.H.			55 M.P.H.			60 M.P.H.			65 M.P.H.			70 M.P.H.			75 M.P.H.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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1) ALL STATIONS HAVE THE SAME SPEED LIMITS UNLESS OTHERWISE NOTED.

2) NO MORE THAN TWO STATIONS HAVE DIFFERENT SPEED LIMITS.

3) REASONABLE AND PRUDENT.

- INDICATES DATA NOT AVAILABLE.

TABLE 3.—AVERAGE SPEEDS OF FREE-MOVING VEHICLES AND PERCENTAGES OF VEHICLES EXCEEDING VARIOUS SPEEDS BY TYPE OF HIGHWAY
IN 1973

NO. OF STATES	TYPE OF HIGHWAY	AVERAGE SPEED N.P.H.		PERCENT OVER 35 M.P.H.		PERCENT OVER 40 M.P.H.		PERCENT OVER 45 M.P.H.		PERCENT OVER 50 M.P.H.		PERCENT OVER 55 M.P.H.		PERCENT OVER 60 M.P.H.		PERCENT OVER 65 M.P.H.		PERCENT OVER 70 M.P.H.		PERCENT OVER 75 M.P.H.	
		ALL	P.C. TR. BUS	ALL	P.C. TR. BUS	ALL	P.C. TR. BUS	ALL	P.C. TR. BUS	ALL	P.C. TR. BUS	ALL	P.C. TR. BUS	ALL	P.C. TR. BUS	ALL	P.C. TR. BUS	ALL	P.C. TR. BUS	ALL	P.C. TR. BUS
37	MAIN RURAL(1)(2).....	60.3	61.6	56.6	60.4	100	100	99	100	98	98	96	98	98	98	96	96	94	95	95	95
37	RURAL INTERSTATE COMPLETED(1)(2)	65.0	66.6	60.3	65.1	100	100	100	100	100	100	99	100	100	100	99	99	99	100	97	100
4	RURAL I.S. TRAVELED-WAY(1)(2)(13)	57.8	59.1	54.1	64.3	99	100	98	100	93	95	89	100	93	95	89	100	87	90	81	100
37	RURAL PRIMARY(1)(2).....	57.1	58.2	54.0	57.4	99	100	99	100	97	97	94	98	97	97	94	98	90	92	85	94
18	URBAN INTERSTATE COMPLETED(1)(2)	57.0	58.0	54.4	56.4	100	100	99	99	98	99	97	96	98	99	97	96	93	94	89	90
3	SUBURBAN INTERSTATE COMPLETED...	61.8	63.3	58.0	63.9	100	100	100	100	100	100	100	100	100	100	100	100	99	100	97	100
	FREWAYS AND TOLL ROADS:																				
	CONNECTICUT PARKWAYS.....	61.1	61.1	-	-	100	100	-	-	100	100	-	-	100	100	-	-	100	100	-	-
	CONNECTICUT TURNPIKE.....	65.2	66.0	62.7	63.5	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
	MAINE TURNPIKE.....	66.4	66.4	-	-	100	100	-	-	100	100	-	-	100	100	-	-	100	100	-	-
	MICHIGAN FREEWAYS.....	66.6	68.3	59.3	63.2	100	100	100	100	100	100	100	100	100	100	99	94	88	94	77	77
	NEVADA FREEWAYS.....	69.1	70.9	64.3	68.8	100	100	100	100	100	100	95	98	100	98	80	89	87	92	74	100
	NEW HAMPSHIRE TURNPIKE.....	67.8	68.3	63.5	-	100	100	100	100	100	100	98	99	100	100	95	98	100	100	100	100
	NEW JERSEY GARDENSTATE PARKWAY	60.2	60.2	-	-	100	100	-	-	100	100	-	-	100	100	-	-	100	100	-	-
	OREGON FREEWAYS.....	61.0	62.7	57.9	-	100	100	-	-	100	100	-	-	100	100	-	-	100	100	-	-
	PENNSYLVANIA FREEWAYS.....	52.5	53.7	50.7	48.4	99	99	98	100	95	97	93	91	95	95	95	95	95	95	95	95
	RHODE ISLAND FREEWAYS(RURAL)...	60.3	60.7	58.1	54.0	100	100	100	100	99	100	97	100	99	100	89	90	80	80	50	27
	RHODE ISLAND FREEWAYS(URBAN)...	52.0	52.3	49.0	56.7	99	100	97	100	96	97	88	100	89	90	79	100	51	53	36	89
	TEXAS-FT. WORTH-DALLAS TPK....	63.9	66.4	60.9	53.5	100	100	100	100	100	100	100	100	100	100	97	99	96	96	50	94
	TEXAS-STEMMONS FREEWAY.....	54.8	55.0	54.7	56.7	100	100	100	100	98	97	99	100	93	91	95	100	75	73	76	89
23	RURAL SECONDARY(1)(2).....	52.6	53.2	50.2	52.3	96	96	94	88	89	90	85	82	77	79	70	70	57	60	48	59
18	URBAN PRIMARY.....	41.8	42.2	40.1	37.9	70	70	66	57	53	54	47	43	36	38	30	28	23	24	17	13
6	URBAN SECONDARY.....	36.6	36.8	35.4	32.6	55	56	50	21	30	30	24	12	13	13	8	3	3	4	2	0
5	SUBURBAN PRIMARY.....	51.6	52.8	48.0	49.3	93	94	90	82	87	91	77	79	71	76	60	71	55	59	42	53

11) PERCENTAGES FOR 70 M.P.H. ARE BASED ON 36 STATES FOR MAIN RURAL ROADS, FOR RURAL PRIMARY, AND FOR RURAL INTERSTATE COMPLETED; 3 STATES FOR RURAL INTERSTATE COMPLETED; 3 STATES FOR RURAL INTERSTATE TRAVELED-WAY; 13 STATES FOR RURAL INTERSTATE TRAVELED-WAY; 15 STATES FOR RURAL SECONDARY.
 12) PERCENTAGES FOR 75 M.P.H. ARE BASED ON 29 STATES FOR MAIN RURAL ROADS, FOR RURAL PRIMARY, AND FOR RURAL INTERSTATE COMPLETED; 3 STATES FOR RURAL INTERSTATE TRAVELED-WAY; 13 STATES FOR RURAL INTERSTATE TRAVELED-WAY; 15 STATES FOR RURAL SECONDARY.
 13) EXISTING ROADS AND STREETS THAT ARE PRESENTLY SERVING THE INTERSTATE TRAFFIC IN INTERSTATE CORRIDORS.
 - INDICATES DATA NOT AVAILABLE.

TABLE 1

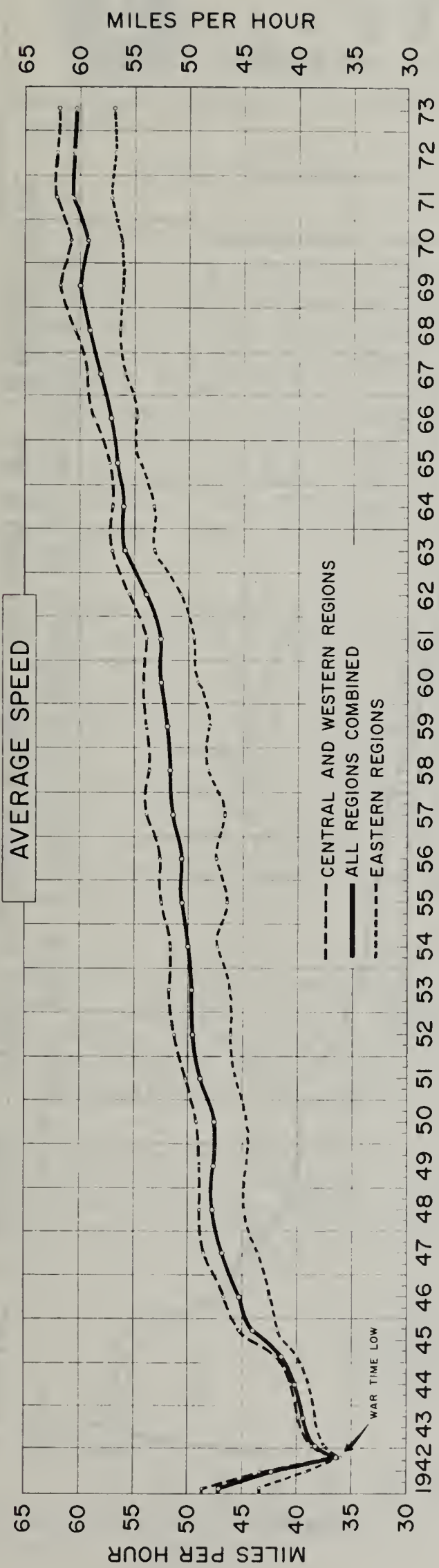


FIGURE 1--SPEED TRENDS ON MAIN RURAL HIGHWAYS BY REGIONS

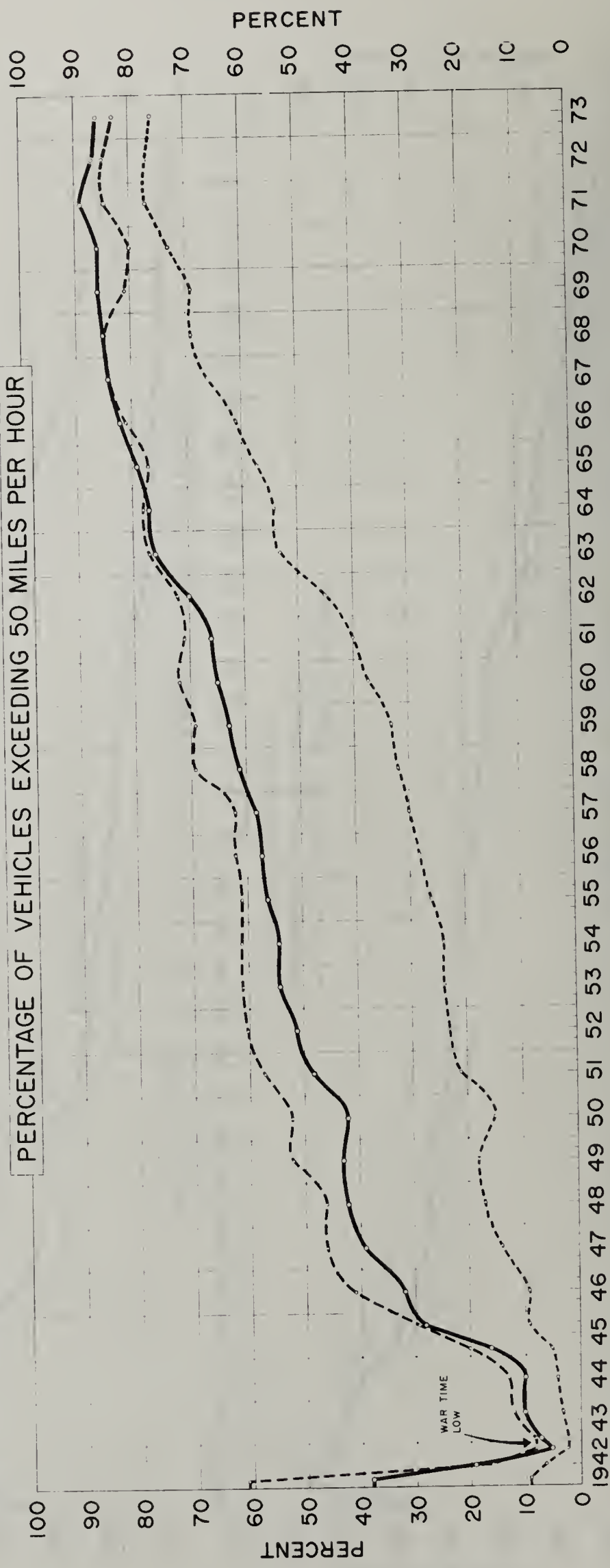
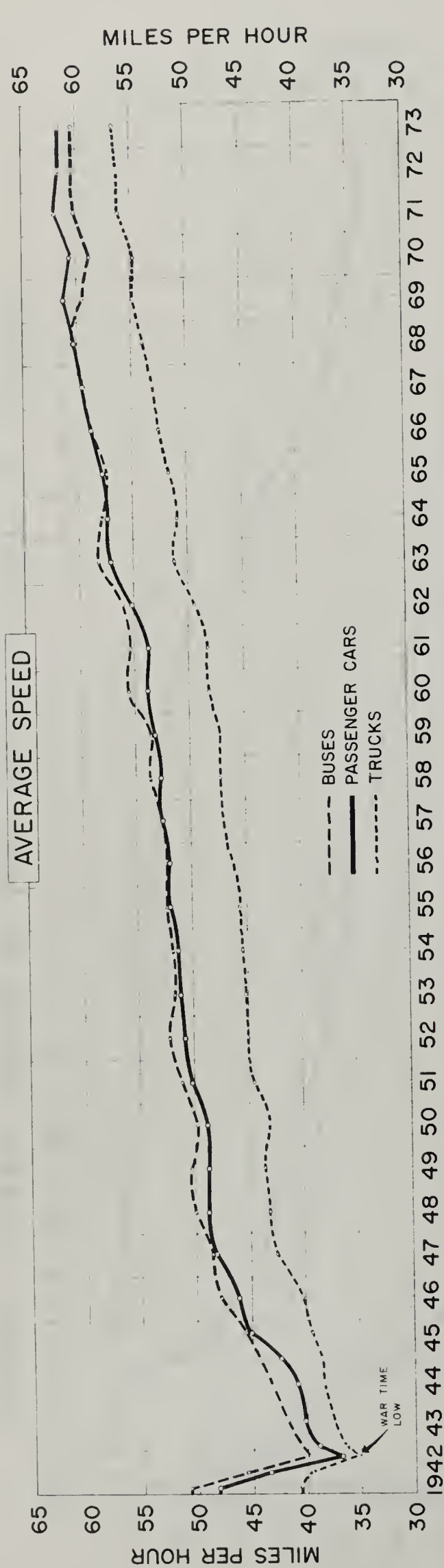


FIGURE 2-SPEED TRENDS ON MAIN RURAL HIGHWAYS BY VEHICLE TYPE

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U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

SUBJECT

1975 "Traffic Speed Trends" Report

FHWA BULLETIN

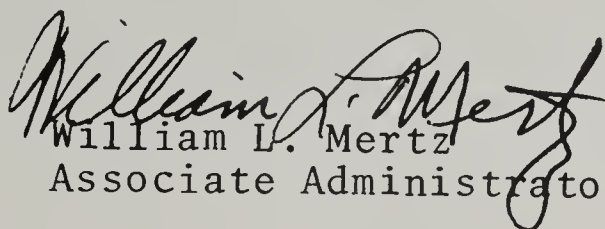
March 26, 1975

Attached is a copy of the 1975 "Traffic Speed Trends" report based on data collected by 41 States during 1974. The report summarizes data obtained from studies conducted primarily during the spring, summer, and fall seasons after the national speed limit of 55 m.p.h. went into effect. As shown in the report, there was a major decrease in speeds during 1974. The average speed for all free-moving vehicles of 55.3 m.p.h. on main rural roads for 1974 was 5.0 m.p.h. less than 1973. The average is based on speeds of 55.8 m.p.h. for passenger cars, 54.0 m.p.h. for trucks, and 56.0 m.p.h. for buses.

The data indicate that 50 percent or more of the free-moving vehicles on straight open sections of main rural roads exceeded the 55 m.p.h. speed limit in the majority of States during 1974. However, only 21 percent of the vehicles exceeded 60 m.p.h. compared to 50 percent in 1973, and the percent of vehicles exceeding 65 m.p.h. decreased from 31 percent to only 6 percent. Speeds in the Central and Western regions averaged about 2 m.p.h. faster than speeds in the Eastern region. Previously speeds in the Central and Western regions averaged about 5 m.p.h. faster than speeds in the Eastern region.

During 1974, free-flowing speeds on completed sections of the Interstate System averaged 57.6 m.p.h. for all vehicles which was 7.4 m.p.h. slower than in 1973. The percent of vehicles exceeding 55 m.p.h. decreased from 89 percent in 1973 to 65 percent in 1974, and the percent exceeding 60 m.p.h. decreased from 72 percent to 29 percent.

Sufficient copies of this bulletin and the report are being distributed to provide eight copies for each region, division, and State highway department. Additional copies may be obtained from the Program Management Division (HHP-13) on request.


William L. Mertz
Associate Administrator for Planning

Attachment

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TRAFFIC SPEED TRENDS

Data resulting from speed studies conducted in 1974 by 41 States are summarized in Tables 1, 2, and 3. As will be noted, vehicle speeds during 1974 decreased substantially from vehicle speeds in previous years.

The average free-flow speeds of all vehicles during 1974 on main rural roads decreased from 60.3 m.p.h. to 55.3 m.p.h.-- a change of 5.0 m.p.h. or 8.3 percent. The decrease was due mainly to the reduction in speed limits to 55 m.p.h. on main rural roads provided for by the Emergency Highway Energy Conservation Act. This act was signed into law by the President on January 2, 1974, and provided for a national uniform 55 m.p.h. maximum speed limit as one means to reduce gas consumption. While some States had already reduced their speed limits to 55 m.p.h. or lower, others waited until the deadline of March 4, 1974, before lowering their speed limits. The majority of the data included in the tables represents speed study information collected by the States between the months of March-December 1974. Only a few States collected annual speed study data in January and February in 1974.

The information shown in the tables was collected on level, straight sections of main rural roads and on urban streets during off-peak periods of the day when traffic densities were low and drivers traveled at their desired speeds. Speed information for Alaska is included in Table 1; however, the data have been omitted from the totals in order to maintain comparable figures with previous years.

As shown in Figure 1, nationwide average free-flowing speed of all vehicles decreased in all regions. The speed of all vehicles on main rural roads in the Eastern region decreased from 56.9 m.p.h. to 54.2 m.p.h. while speeds in the Central and Western regions decreased from 61.9 m.p.h. to 55.9 m.p.h. Detailed data are listed in the tables

showing average free-flowing speeds and percentage of vehicles exceeding speeds of 35 m.p.h. to 75 m.p.h. in 5 m.p.h. increments. These data are shown by State and census region.

As shown in Figure 1, the percentage of vehicles exceeding 40 m.p.h. on main rural roads by region remained generally the same in 1974 as compared to 1973. The percentage of vehicles exceeding 50 m.p.h. remained at 73 percent in the Eastern regions and decreased from 89 to 82 percent in the Central and Western regions between 1973 and 1974. There was a greater decrease, however, in the percentage of vehicles exceeding 60 m.p.h. in all regions. This percentage dropped from 50 percent in 1973 to 21 percent in 1974 for all regions combined. An average of 51 percent of the traffic exceeded the speed limit of 55 m.p.h. during 1974, 44 percent in the Eastern regions and 55 percent in the Central and Western regions.

Figure 2 shows the average free-flow speed by type of vehicle. The speed of passenger cars decreased from 61.6 m.p.h. in 1973 to 55.8 m.p.h. in 1974, while speeds for trucks decreased from 56.6 m.p.h. to 54.0 m.p.h. and buses from 60.4 m.p.h. to 56.0 m.p.h. Truck speeds during 1974 were about 2 m.p.h. below passenger car and bus speeds.

A summary of speed data by State and regions for main rural roads, including the Interstate System, is shown in Table 1. The table shows an average free-flowing speed of 55.3 m.p.h. for all vehicles. During the post-World War II years there has been a steady increase in vehicle speeds and 1974 is the first year a significant decrease has taken place.

Speed study data obtained on completed sections of the rural Interstate System by States are included in Table 2. The average of all vehicles was 57.6 m.p.h. in 1974 compared to 65.0 in 1973, a decrease of 7.4 m.p.h. During this period the percent exceeding 60 m.p.h. decreased from 72 percent to 29 percent, while the percent of vehicles exceeding 70 m.p.h. reduced from 24 percent to 2 percent on completed Interstate routes.

Table 3 includes data for various groups of highways and some individual freeways. It shows that the average speed of free-flowing vehicles on completed portions of the rural Interstate System is about 4 m.p.h. greater than on existing rural Interstate traveled-way sections and about 2 m.p.h. greater than on all main rural roads. The Interstate traveled-way consists only of the older roads which connect completed portions of the Interstate System and presently serve the traffic which will use the Interstate System when completed. The main rural category includes toll and free sections of completed rural Interstate, rural Interstate traveled-way, and other rural primary roads.

A comparison of the average free-flow speeds of all vehicles in 1973 and 1974 and the percentage of vehicles exceeding 55 m.p.h., 60 m.p.h., and 65 m.p.h. on various types of highways for each year are shown below.

Highway System	Average Speed All Vehicles		Percent of Vehicles Exceeding					
			55 m.p.h.		60 m.p.h.		65 m.p.h.	
	1973	1974	1973	1974	1973	1974	1973	1974
Rural Interstate	65.0	57.6	89	65	72	29	50	9
Rural Primary	57.1	53.5	58	40	36	14	19	4
Main Rural ^{1/}	60.3	55.3	70	51	50	21	31	6
Rural Secondary	52.6	49.5	39	24	21	8	10	3
Urban Interstate	57.0	53.1	58	35	33	10	16	2
Urban Primary	41.8	42.3	13	10	5	3	2	1

^{1/}Rural Interstate and Rural Primary

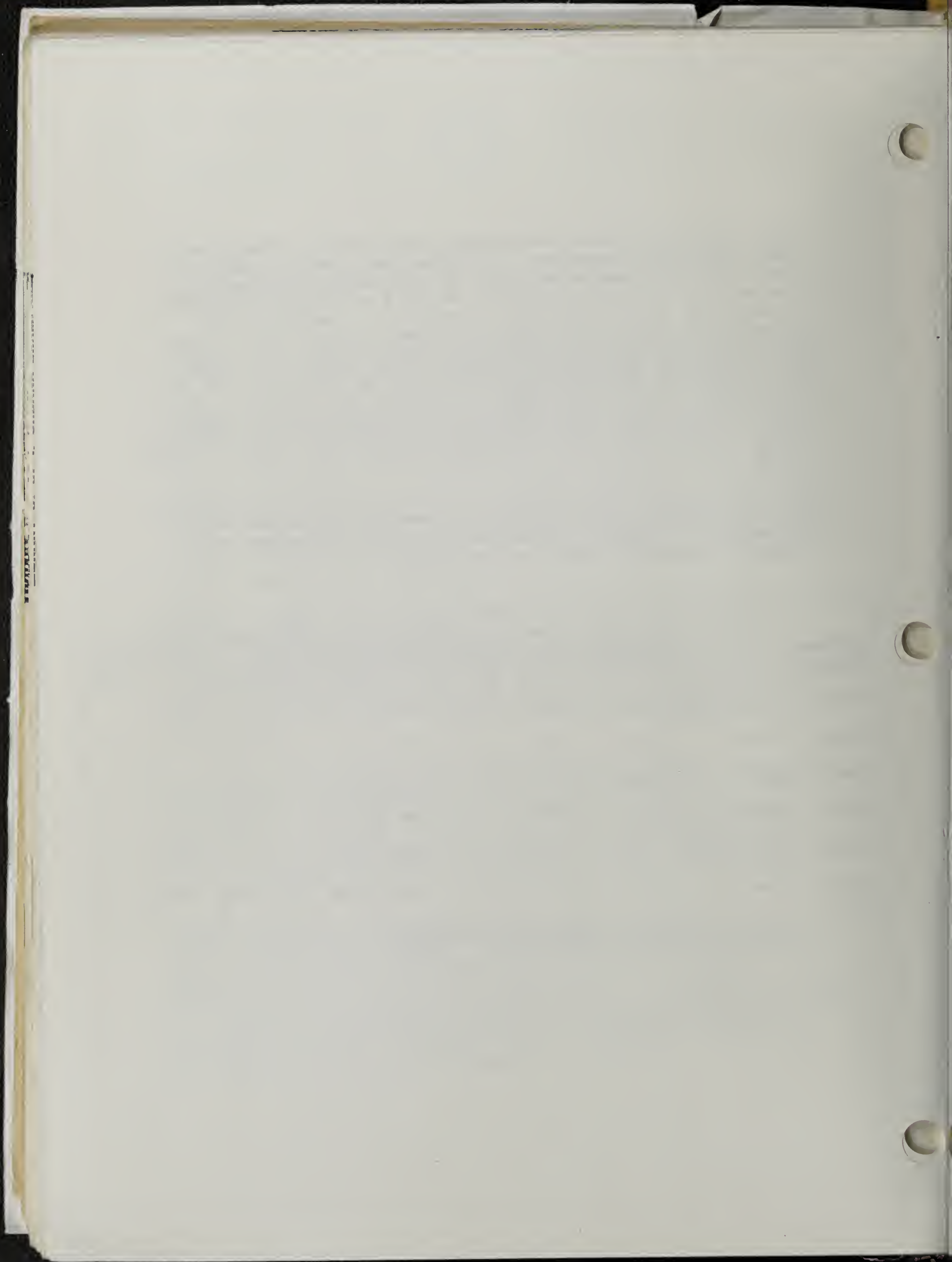


TABLE 1.-AVERAGE SPEEDS OF FREE-MOVING VEHICLES AND PERCENTAGES OF VEHICLES TRAVELING IN EXCESS OF VARIOUS SPEEDS, ON LEVEL, STRAIGHT SECTIONS OF MAIN RURAL ROADS, INCLUDING THE INTERSTATE SYSTEM FOR 1974¹

REGION AND STATE	SPEED EXCEEDED										PERCENTAGE OF VEHICLES									
	AVERAGE SPEED		35 M.P.H.		40 M.P.H.		45 M.P.H.		50 M.P.H.		55 M.P.H.		60 M.P.H.		65 M.P.H.		70 M.P.H.		75 M.P.H.	
	ALL	P.C. TK. BUS	ALL	P.C. TK. BUS	ALL	P.C. TK. BUS	ALL	P.C. TK. BUS	ALL	P.C. TK. BUS	ALL	P.C. TK. BUS	ALL	P.C. TK. BUS	ALL	P.C. TK. BUS	ALL	P.C. TK. BUS	ALL	P.C. TK. BUS
MILES PER HOUR																				
EASTERN REGIONS																				
NEW ENGLAND:	50.4	50.2	50.7	51.0	95	94	97	96	97	99	99	99	99	99	99	99	99	99	99	99
CONNECTICUT.....	50.4	50.2	50.7	51.0	95	94	97	96	97	99	99	99	99	99	99	99	99	99	99	99
MAINE.....	52.8	53.0	51.0	50.3	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99
MASSACHUSETTS.....	52.3	52.6	52.3	51.0	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99
NEW HAMPSHIRE.....	52.4	52.4	52.4	53.5	98	98	99	99	99	99	99	99	99	99	99	99	99	99	99	99
RHODE ISLAND.....	56.2	56.4	54.8	55.2	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
VERMONT.....	54.5	54.6	54.1	54.1	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99
MIDDLE ATLANTIC:	53.8	54.7	52.0	54.1	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
NEW JERSEY.....	53.9	54.3	52.5	55.2	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
NEW YORK.....	52.8	53.5	51.1	55.8	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99
PENNSYLVANIA.....	56.0	56.3	54.7	55.3	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
SOUTH ATLANTIC:	53.1	53.1	52.9	53.1	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99
VIRGINIA.....	56.1	56.9	54.8	59.5	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99
SOUTH ATLANTIC(S):	52.2	53.0	50.8	53.1	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99
NORTH CAROLINA.....	57.5	57.9	56.8	57.5	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
SOUTH CAROLINA.....	54.2	54.6	53.2	54.3	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99
AVERAGE.....	54.2	54.6	53.2	54.3	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99
CENTRAL AND WESTERN REGIONS																				
EAST NORTH CENTRAL:	56.9	58.1	54.6	56.0	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
ILLINOIS.....	57.1	57.8	55.6	58.6	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
INDIANA.....	56.4	56.9	54.3	58.6	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
MICHIGAN.....	53.4	53.7	52.1	53.1	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
OHIO.....	57.6	58.3	56.1	58.3	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
WISCONSIN.....	57.1	57.7	56.0	56.4	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99
EAST SOUTH CENTRAL:	57.1	57.7	56.0	56.4	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99
MISSISSIPPI.....	47.8	48.6	46.2	48.3	94	94	92	92	89	91	85	92	89	91	85	92	89	91	85	92
LOUISIANA.....	55.4	55.6	54.4	54.4	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
KANSAS.....	56.5	57.0	55.8	59.2	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
MINNESOTA.....	56.7	57.0	55.8	57.3	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
MISSOURI.....	54.6	55.1	53.6	57.3	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
NEBRASKA.....	55.5	55.8	54.8	56.4	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
NORTH DAKOTA.....	58.8	59.8	56.5	56.5	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
SOUTH DAKOTA.....	55.6	56.4	54.1	55.0	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99
WEST SOUTH CENTRAL:	53.0	53.9	51.7	51.0	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99
ARKANSAS.....	56.6	57.0	55.8	57.4	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
TEXAS.....	58.8	58.9	58.3	58.3	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
MOUNTAIN:	53.8	53.9	53.3	53.3	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99
ARIZONA.....	54.2	55.1	52.9	54.2	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99
COLORADO.....	58.8	59.9	56.9	56.9	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
IDAHO.....	58.6	59.9	56.9	56.9	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
MONTANA.....	58.6	59.9	56.9	56.9	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
NEVADA.....	57.2	57.6	56.6	56.6	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
NEW MEXICO.....	54.7	55.1	52.9	55.9	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
UTAH.....	57.0	57.2	55.8	57.2	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
PACIFIC:	54.5	55.4	52.5	54.5	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99
CALIFORNIA.....	55.9	56.5	54.4	57.0	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
OREGON.....	57.0	57.2	55.8	57.2	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
WASHINGTON.....	54.5	55.4	52.5	54.5	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99
AVERAGE.....	55.9	56.5	54.4	57.0	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
ALL ABOVE STATES																				
AVERAGE.....	55.3	55.8	54.0	56.0	100	100	99	99	98	97	98	98	98	97	98	98	98	97	98	98
ALASKA.....	52.4	52.9	47.9	52.4	98	99	91	91	93	95	80	84	86	68	68	68	68	68	68	68

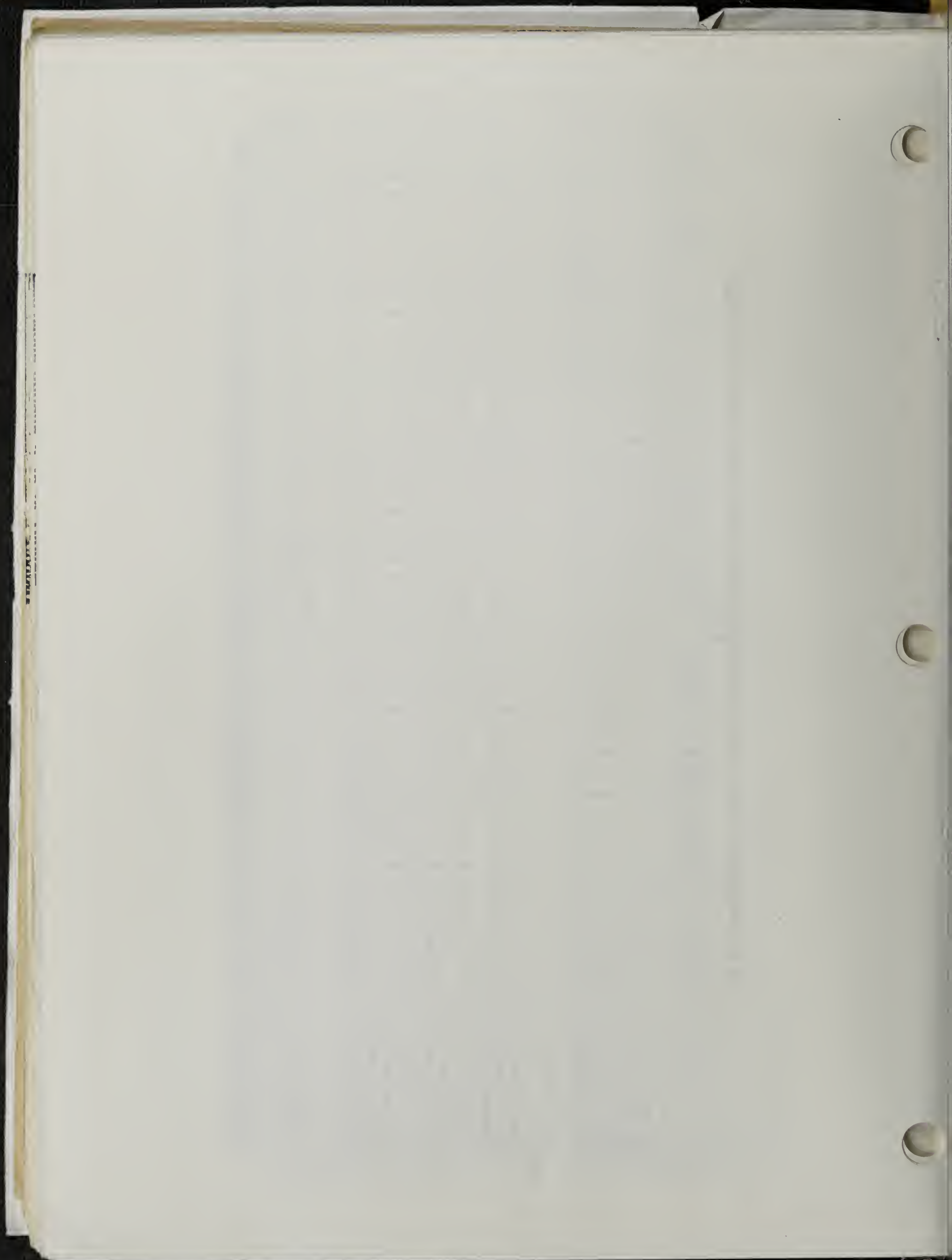
1) THESE DATA NOT AVAILABLE TO PROVIDE AN INDICATION OF DRIVERS' DESIRED SPEED UNDER IDEAL TRAFFIC, ROADWAY, AND WEATHER CONDITIONS. EACH ROAD CATEGORY WOULD LIKELY SHOW GREATER PERCENTAGES AT LOWER AND INTERMEDIATE SPEEDS AND SMALLER PERCENTAGES AT THE HIGH SPEEDS. DATA ARE NOT AVAILABLE FOR THE FULL RANGE OF ROADWAY, TRAFFIC, AND WEATHER CONDITIONS.

TABLE 2.--AVERAGE SPEEDS OF FREE-MOVING VEHICLES AND PERCENTAGES OF VEHICLES TRAVELING IN EXCESS OF VARIOUS SPEEDS ON LEVEL, STRAIGHT SECTIONS OF THE COMPLETED PORTIONS OF THE RURAL INTERSTATE SYSTEM FOR 1974

- INDICATES DATA NOT AVAILABLE.

TABLE 3.—AVERAGE SPEEDS OF FREE-MOVING VEHICLES AND PERCENTAGES OF VEHICLES EXCEEDING VARIOUS SPEEDS BY TYPE OF HIGHWAY IN 1974

NO. OF STATES	TYPE OF HIGHWAY	AVERAGE SPEED M.P.H.		PERCENT OVER 35 M.P.H.		PERCENT OVER 40 M.P.H.		PERCENT OVER 45 M.P.H.		PERCENT OVER 50 M.P.H.		PERCENT OVER 55 M.P.H.		PERCENT OVER 60 M.P.H.		PERCENT OVER 70 M.P.H.		PERCENT OVER 75 M.P.H.																								
		M.P.H.		M.P.H.		M.P.H.		M.P.H.		M.P.H.		M.P.H.		M.P.H.		M.P.H.		M.P.H.																								
		ALL	P.C. TK. BUS	ALL	P.C. TK. BUS	ALL	P.C. TK. BUS	ALL	P.C. TK. BUS	ALL	P.C. TK. BUS	ALL	P.C. TK. BUS	ALL	P.C. TK. BUS	ALL	P.C. TK. BUS	ALL	P.C. TK. BUS																							
40	MAIN RURAL (1)(1)(2).....	55.3	55.8	54.0	56.0	100	100	99	99	98	98	97	98	93	94	90	92	79	81	74	82	51	54	44	55	21	23	15	24	6	7	4	9	2	2	1	2	0	0	0	0	
40	RURAL INTERSTATE COMPLETED(1)(1)(2)	57.6	58.1	56.3	58.4	100	100	100	100	100	100	99	100	98	99	97	99	91	92	86	94	65	68	57	69	29	31	21	32	9	10	6	12	2	3	1	2	0	0	0	0	
4	RURAL I.S. TRAVELED-WAY(1)(1)(2)(3)	54.1	54.5	53.4	55.4	100	100	99	100	97	98	96	100	93	94	90	100	75	78	68	75	42	43	39	63	11	11	10	0	3	3	2	0	1	1	1	0	0	0	0		
39	RURAL PRIMARY(1)(2).....	53.5	54.0	52.1	53.7	99	99	99	99	96	97	94	96	88	90	84	87	69	72	63	70	40	43	33	41	14	16	10	13	4	5	3	5	1	2	1	1	0	0	0	0	
21	URBAN INTERSTATE COMPLETED(1)(1)(2)	53.1	53.5	51.8	52.0	100	100	99	99	98	98	95	95	91	92	86	81	68	71	60	55	35	37	28	34	10	11	7	10	2	3	1	0	0	1	0	0	0	0	0		
3	SUBURBAN INTERSTATE COMPLETED(1)(1)(2)	55.0	55.8	53.6	56.2	100	100	100	100	100	100	99	100	97	99	93	100	85	89	77	88	48	53	37	64	14	16	9	19	3	3	1	5	0	1	0	0	0	0	0		
	FREWAYS AND TOLL ROADS:																																									
	CONNECTICUT PARKWAYS.....	57.5	57.5	-	-	100	100	-	-	100	100	-	-	100	100	-	-	94	94	-	-	70	70	-	-	16	16	-	-	3	3	-	-	0	0	-	-	0	0	-	-	
	CONNECTICUT TURNPIKE.....	57.8	58.0	57.1	59.6	100	100	100	100	100	100	100	100	100	100	100	100	92	92	100	100	59	61	52	78	23	25	18	39	5	6	2	0	1	1	0	0	0	0	0	0	
	MAINE TURNPIKE.....	58.9	-	-	-	100	-	-	-	100	-	-	-	100	-	-	-	98	-	-	-	77	-	-	-	-	40	-	-	-	13	-	-	-	3	-	-	-	1	-	-	-
	MICHIGAN FREWAYS.....	59.5	60.2	56.6	59.4	100	100	100	100	100	100	100	100	99	99	98	100	94	96	89	93	77	81	61	80	41	46	21	40	14	16	3	7	3	4	0	0	1	1	0	0	0
	NEVADA FREWAYS.....	60.8	61.6	58.9	62.6	100	100	100	100	100	100	100	100	99	100	99	100	97	98	96	100	86	89	79	100	58	62	48	79	26	30	18	35	11	13	4	0	1	1	0	0	0
	NEW JERSEY GARDENSTATE PARKWAY	55.8	56.1	44.8	55.8	100	100	100	100	100	100	100	100	99	99	96	100	95	95	96	67	62	63	5	67	28	28	2	44	4	4	0	0	2	2	0	0	0	0	0	0	0
	NEW YORK THRUWAY.....	59.6	60.0	58.3	62.1	100	100	100	100	100	100	100	100	100	100	100	100	98	98	97	100	86	88	79	94	54	56	45	75	19	21	13	42	5	6	3	4	2	2	0	0	0
	OREGON FREWAYS.....	54.6	55.1	53.7	-	100	100	100	-	100	99	100	-	97	97	98	-	81	82	79	-	43	47	35	-	9	13	2	-	1	2	0	-	1	1	0	-	0	0	0	0	
	PENNSYLVANIA FREWAYS.....	48.3	49.1	46.1	46.4	98	99	96	96	88	91	79	88	66	70	54	61	37	41	23	22	15	18	7	7	3	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	
	RHODE ISLAND FREWAYS(RURAL)...	57.9	58.2	56.0	55.7	100	100	100	99	99	98	100	99	89	90	81	86	68	70	60	57	29	31	19	29	11	12	4	7	2	2	0	0	0	0	0	0	0	0	0	0	
	RHODE ISLAND FREWAYS(URBAN)...	49.7	50.1	47.5	50.5	99	100	98	100	95	96	89	100	83	85	72	92	36	39	24	30	15	16	7	16	3	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	
	TEXAS-F7-NORTH-DALLAS TPK....	55.4	55.8	54.5	52.6	100	100	100	99	100	98	100	99	99	100	96	100	86	88	79	46	55	58	49	46	9	10	6	0	2	2	1	0	0	0	0	0	0	0	0	0	
	TEXAS-STEMMONS FREEWAY.....	54.0	54.2	53.3	53.1	100	100	100	100	100	100	99	100	98	98	97	100	76	78	69	78	40	41	36	22	6	6	4	0	1	1	1	0	0	0	0	0	0	0	0	0	
20	RURAL SECONDARY(1)(1)(2).....																																									
		49.5	49.8	48.2	47.2	95	96	93	93	86	87	82	76	71	73	66	51	47	48	41	30	24	25	20	24	8	9	6	9	3	3	2	0	1	1	0	0	0	0	0	0	
19	URBAN PRIMARY.....	42.3	42.5	41.1	41.0	73	74	69	66	57	58	52	54	40	42	36	33	24	25	20	16	10	11	7	9	3	3	1	0	1	1	0	0	0	0	0	0	0	0	0	0	
4	URBAN SECONDARY.....	34.1	34.2	33.1	31.9	45	46	38	17	26	26	20	8	11	11	9	3	3	3	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6	SUBURBAN PRIMARY.....	47.4	47.9	45.8	50.2	89	89	88	97	78	80	74	97	63	66	57	96	43	46	36	52	22	25	15	14	7	8	4	5	2	1	1	1	0	0	0	0	0	0	0		
	(1) PERCENTAGES FOR 70 M.P.H. ARE BASED ON 31 STATES FOR MAIN RURAL ROADS, AND FOR RURAL INTERSTATE COMPLETED; 3 STATES FOR RURAL INTERSTATE TRAVELED-WAY; 21 STATES FOR URBAN INTERSTATE COMPLETED; 19 STATES FOR RURAL SECONDARY.																																									
	(2) PERCENTAGES FOR 70 M.P.H. ARE BASED ON 31 STATES FOR MAIN RURAL ROADS, AND FOR RURAL INTERSTATE COMPLETED; 3 STATES FOR RURAL INTERSTATE TRAVELED-WAY; 21 STATES FOR URBAN INTERSTATE COMPLETED; 19 STATES FOR RURAL SECONDARY.																																									
	(3) EXISTING ROADS AND STREETS THAT ARE PRESENTLY SERVING THE INTERSTATE TRAFFIC IN INTERSTATE CORRIDORS.																																									
	- INDICATES DATA NOT AVAILABLE.																																									



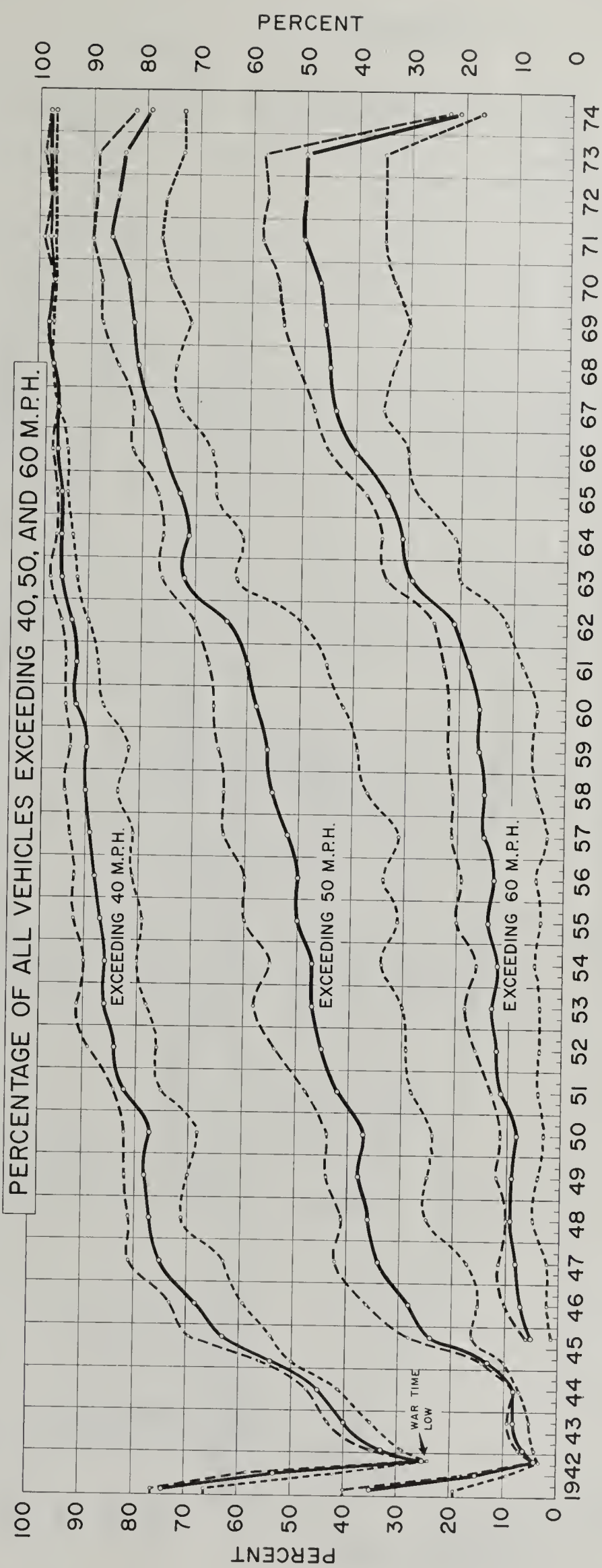
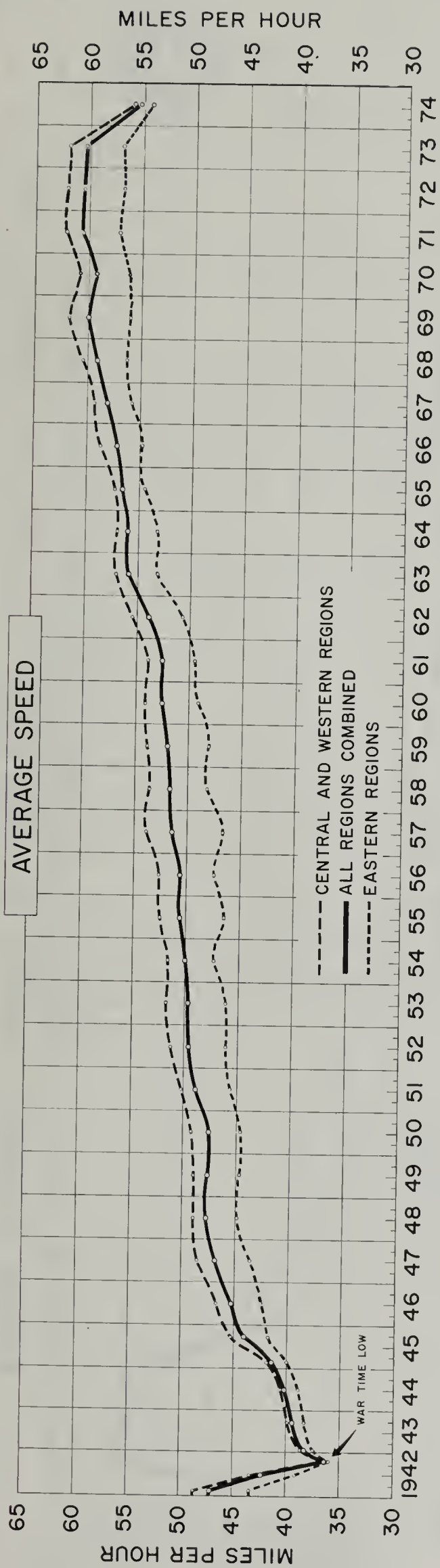


FIGURE 1—SPEED TRENDS ON MAIN RURAL HIGHWAYS BY REGIONS

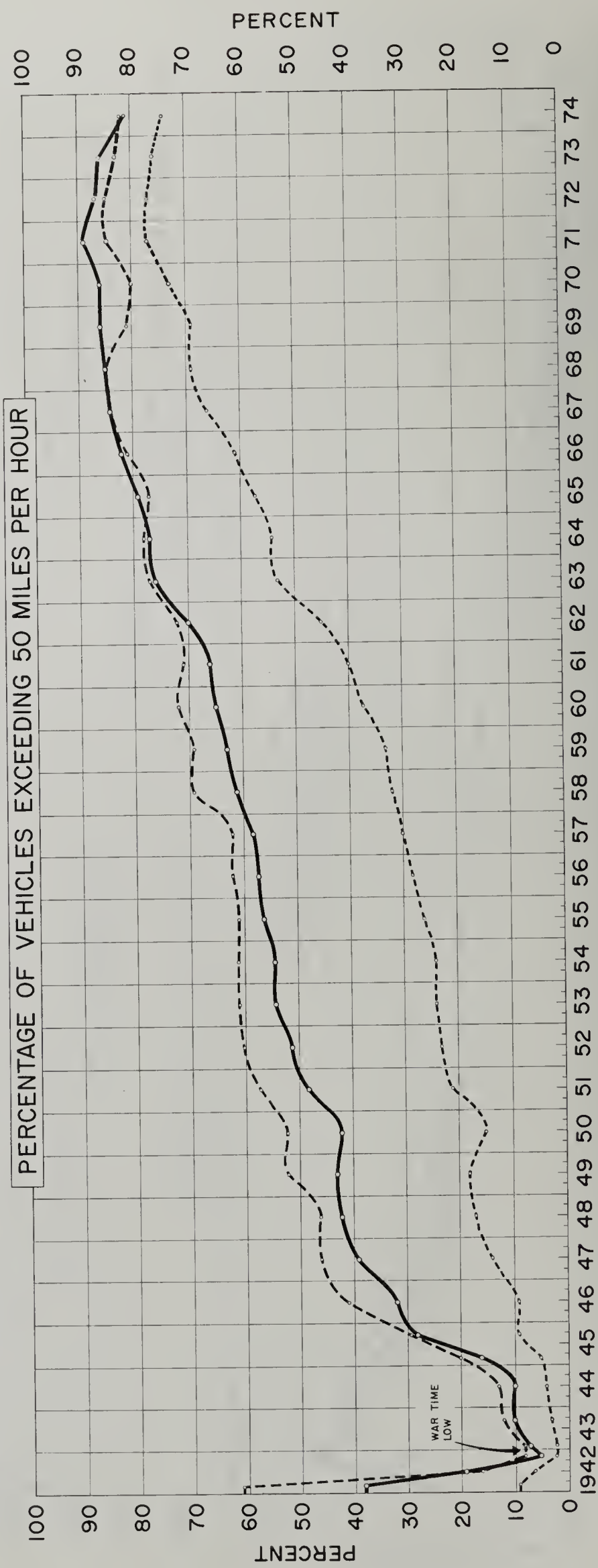
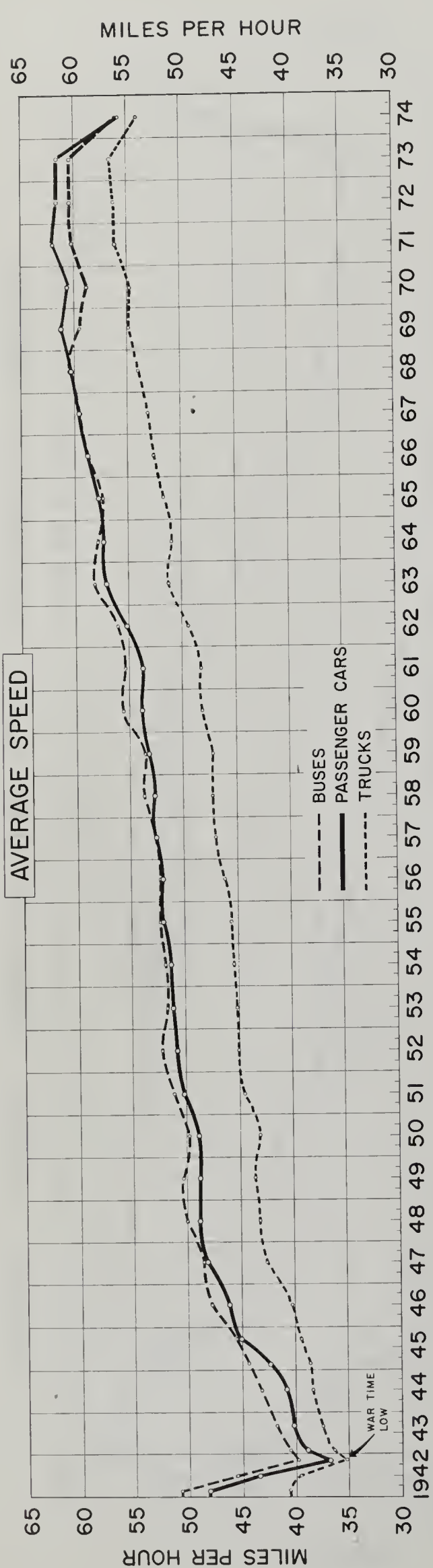


FIGURE 2—SPEED TRENDS ON MAIN RURAL HIGHWAYS BY VEHICLE TYPE

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1975



U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

SUBJECT

1976 "Traffic Speed Trends" Report

FHWA BULLETIN

March 19, 1976

Attached is a copy of the 1976 "Traffic Speed Trends" report based on data collected by 29 States during 1975. As shown in the report, the results of the studies generally indicate that free-flow vehicle speeds in 1975 remained at about the same level as in 1974. Free-flow vehicle speeds, in 1974 and 1975, however, were considerably below those of 1973.

The average speed for all free-flowing vehicles on main rural roads for 1975 was 55.8 m.p.h. as compared to 55.3 m.p.h. in 1974 and 60.3 m.p.h. in 1973. The 1975 average is based on speeds of 56.2 m.p.h. for passenger cars, 54.8 m.p.h. for trucks, and 55.4 m.p.h. for buses.

In addition, the percentages of vehicles exceeding speeds of 55, 60 and 65 m.p.h. on main rural roads in 1975 were 55 percent, 21 percent, and 6 percent, respectively. Corresponding percentages in 1974 were 51 percent, 21 percent, and 6 percent, and 70 percent, 50 percent, and 31 percent in 1973.

Sufficient copies of this bulletin and the report are being distributed to provide eight copies for each region, division, and State highway department. Additional copies may be obtained from the Program Management Division (HHP-13) on request.

William L. Mertz
William L. Mertz

Associate Administrator for Planning

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TRAFFIC SPEED TRENDS

Annual studies indicating trends in free-flowing vehicle speeds were continued by 29 State highway departments during 1975. The results of these studies, which are summarized in the attached tables and charts, generally indicate that vehicle speeds in 1975 remained at about the same level as in 1974. The free-flow vehicle speeds of 1974 and 1975, however, are considerably below those of 1973.

Previous post-World War II studies had shown a steady increase in average free-flow speeds between 1945 and 1971 from about 44 m.p.h. to almost 61 m.p.h. on main rural roads. However, between 1971 and 1973 vehicle speeds appeared to level off at approximately 60 m.p.h.

The average speeds in 1974 clearly reflected a shift from historical trends when a sharp decrease occurred with vehicle speeds dropping from 60.3 m.p.h. in 1973 to 55.3 m.p.h. in 1974 on main rural roads. The decrease was due mainly to the reduction in speed limits to 55 m.p.h. provided by the Emergency Highway Energy Conservation Act of January 2, 1974.

The 1975 speed data summarized in this report appear to indicate that average vehicle speeds have increased slightly over those of 1974 but are still well below the level of speeds for 1973. The results of speed studies conducted in 1975 by the 29 States are summarized in Tables 1, 2, and 3. These studies were conducted on level, straight sections of main rural roads and on urban streets during off-peak periods of the day when traffic densities were low and drivers traditionally traveled at their desired speeds.

As shown in Table 1 the average free-flow speeds of all vehicles during 1975 on main rural roads increased from 55.3 m.p.h. in 1974 to 55.8 m.p.h.--a change of less than 1 percent. Speed information for Alaska is included in Table 1; however, the data have been omitted from the totals in order to maintain comparable figures with previous years.

As shown in Figure 1, speed decreased slightly in the Eastern Regions from 54.2 m.p.h. to 53.9 m.p.h. but increased in the Central and Western Regions from 55.9 m.p.h. to 56.4 m.p.h. on main rural roads. Detailed data are listed in the tables showing average free-flowing speeds and percentage of vehicles exceeding speeds of 35 m.p.h. to 75 m.p.h., in 5 m.p.h. increments. These data are shown by State and Census Region.

Figure 1 shows that the percentage of vehicles exceeding 40 m.p.h. in main rural roads remained the same between 1974 and 1975 for all regions combined. The percentages exceeding 50 m.p.h. decreased from 73 to 72 percent in the Eastern Regions and increased from 82 to 86 percent in the Central and Western Regions between 1974 and 1975. However, the percentage of vehicles exceeding 60 m.p.h. remained at 21 percent for all regions combined. An average of 55 percent of the traffic exceeded the speed limit of 55 m.p.h. during 1975, 46 percent in the Eastern Regions and 59 percent in the Central and Western Regions. This was an increase over the 51 percent exceeding 55 m.p.h. in 1974 nationwide.

The average free-flow speed by type of vehicle is shown in Figure 2. The speed of passenger cars increased from 55.8 m.p.h. in 1974 to 56.2 m.p.h. in 1975, while speeds for trucks increased from 54.0 m.p.h. to 54.8 m.p.h. The speed of buses decreased from 56.0 m.p.h. to 55.4 m.p.h. between 1974 and 1975. A summary of speed data by State and regions for main rural roads, including the Interstate System, is shown in Table 1.

Speed study data obtained on completed sections of the rural Interstate System by States are included in Table 2. The average of all vehicles remained at 57.6 m.p.h. in 1975. Between 1974 and 1975 the percent exceeding 55 m.p.h. increased from 65 percent to 68 percent while the percent exceeding 60 m.p.h. decreased from 29 percent in 1974 to 27 percent in 1975. The percent of vehicles exceeding 70 m.p.h. remained at 2 percent on completed Interstate routes.

Table 3 includes data for various groups of highways and some individual freeways and toll roads. It shows that the average speed of free-flowing vehicles on completed portions of the rural Interstate System is about 3 m.p.h. greater than on other rural primary roads and about 2 m.p.h. greater than on main rural roads. The main rural category includes toll and free sections of completed rural Interstate, rural Interstate traveled-way, and other rural primary roads.

A comparison of the average free-flow speeds of all vehicles in 1973, 1974, and 1975 and the percentage of vehicles exceeding 55 m.p.h., 60 m.p.h., and 65 m.p.h. on various types of highways for each year are shown in Table 4. The table indicates that speeds on rural Interstate and main rural roads during 1974 and 1975 have remained much lower than during 1973. Average speeds in 1975 on rural secondary roads and on urban Interstate routes show an increase over those of 1974; however, they remained below the 1973 level. Vehicle speeds on other urban primary routes continued to show an increase in 1975 over 1973 and 1974, but only 11 percent of the drivers travel over 55 m.p.h. on these routes.

Figure 3 shows comparisons of average speeds by vehicle type for 1973, 1974, and 1975 on main rural roads. As can be noted the 1974 and 1975 speeds of each type of vehicle have remained below those of 1973. The percent of vehicles exceeding selected speeds on main rural roads is shown in Figure 4. In 1975 there was an increase over 1974 in the percent of total vehicles exceeding 55 m.p.h.; however, there was no change in 1975 in the percent traveling over 60 m.p.h. and 65 m.p.h. In both years (1974 and 1975) the percentage exceeding those speeds remained far below the 1973 figures.

Table 5 gives additional 3-year comparisons of average speeds and percentage distributions by vehicle type on main rural roads. As noted, passenger car speeds averaged about 5 m.p.h. greater than truck speeds in 1973 while in 1974 and 1975 there was less than a 2 m.p.h. difference in the speeds of these vehicles.

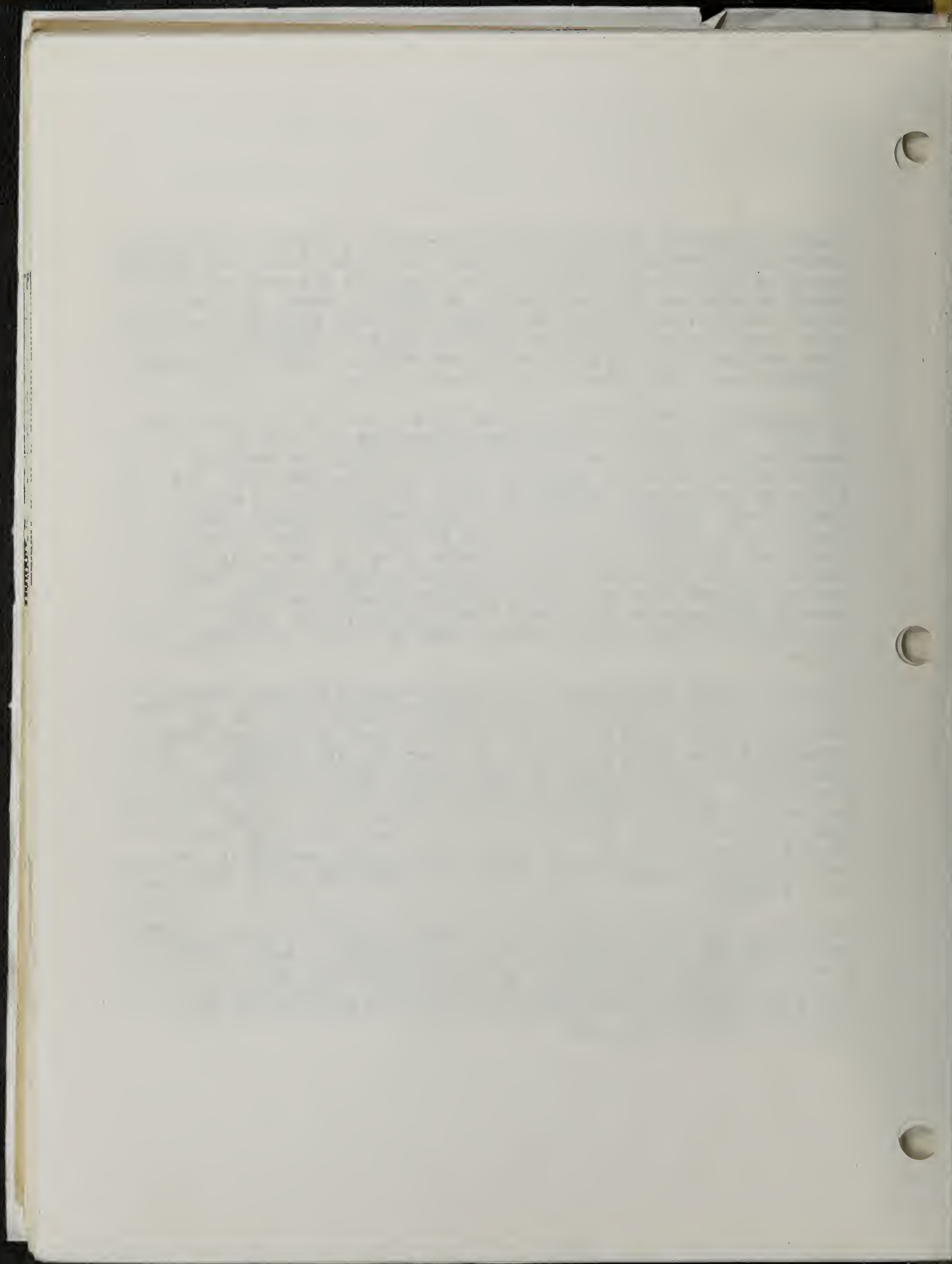


TABLE 2.-AVERAGE SPEEDS OF FREE-MOVING VEHICLES AND PERCENTAGES OF VEHICLES TRAVELING IN EXCESS OF VARIOUS SPEEDS ON LEVEL, STRAIGHT SECTIONS OF THE COMPLETED PORTIONS OF THE RURAL INTERSTATE SYSTEM FOR 1975

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			35 M.P.H.				45 M.P.H.				50 M.P.H.				55 M.P.H.						60 M.P.H.				65 M.P.H.				70 M.P.H.				75 M.P.H.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
	ALL	P.C. TK. BUS	ALL	P.C. TK. BUS	ALL	P.C. TK. BUS	ALL	P.C. TK. BUS	ALL	P.C. TK. BUS	ALL	P.C. TK. BUS	ALL	P.C. TK. BUS	ALL	P.C. TK. BUS	ALL	P.C. TK. BUS			ALL	P.C. TK. BUS	ALL	P.C. TK. BUS	ALL	P.C. TK. BUS	ALL	P.C. TK. BUS	ALL	P.C. TK. BUS	ALL	P.C. TK. BUS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
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INDICATES DATA NOT AVAILABLE.

TABLE 3.- AVERAGE SPEEDS OF FREE-MOVING VEHICLES AND PERCENTAGES OF VEHICLES EXCEEDING VARIOUS SPEEDS BY TYPE OF HIGHWAY
IN 1975

NO. OF STATES	TYPE OF HIGHWAY	AVERAGE SPEED M.P.H.			PERCENT OVER 35 M.P.H.			PERCENT OVER 40 M.P.H.			PERCENT OVER 45 M.P.H.			PERCENT OVER 50 M.P.H.			PERCENT OVER 55 M.P.H.			PERCENT OVER 60 M.P.H.			PERCENT OVER 65 M.P.H.			PERCENT OVER 70 M.P.H.			PERCENT OVER 75 M.P.H.						
		ALL	P.C.	TK.	ALL	P.C.	TK.	ALL	P.C.	TK.	ALL	P.C.	TK.	ALL	P.C.	TK.	ALL	P.C.	TK.	ALL	P.C.	TK.	ALL	P.C.	TK.	ALL	P.C.	TK.	ALL	P.C.	TK.				
28	MAIN RURAL(1)(2).....	55.8	56.2	54.8	55.4	100	100	99	98	99	98	98	98	83	84	79	77	55	58	49	50	21	23	16	24	6	7	4	1	1	1	0	0	0	
28	RURAL INTERSTATE COMPLETED(1)(2)	57.6	58.0	56.6	57.4	100	100	100	100	100	100	99	98	92	94	90	88	68	71	61	65	27	30	21	31	7	8	5	2	2	1	0	0	0	
3	RURAL (S-TRAVELEO-WAY(1)(2)(3)	57.8	58.3	56.7	57.2	100	100	100	100	100	100	99	100	98	92	94	88	97	66	70	58	61	29	31	24	27	10	10	7	16	2	3	1	4	1
29	RURAL PRIMARY(1)(2).....	54.6	55.1	53.4	54.2	100	100	99	98	98	96	96	96	76	79	70	72	47	50	40	42	17	18	13	19	5	6	3	4	1	1	1	0	0	
15	URBAN INTERSTATE COMPLETED(1)(2)	54.7	55.2	53.8	54.1	100	100	100	99	99	99	99	99	78	80	72	69	48	51	41	50	13	15	10	7	3	3	1	0	0	0	0	0	0	
2	SUBURBAN INTERSTATE COMPLETED...	55.9	56.6	54.4	56.1	100	100	100	100	100	100	98	99	96	86	90	78	88	57	62	44	58	19	21	13	27	4	5	2	0	1	1	0	0	
	FREWAYS AND TOLL ROADS:																																		
	CONNECTICUT PARKWAYS.....	59.9	59.9	-	-	100	100	-	100	100	-	100	100	99	99	-	-	83	83	-	-	39	39	-	-	11	11	-	-	2	2	-	-	0	0
	CONNECTICUT TURNPIKE.....	58.1	58.3	57.5	57.7	100	100	100	100	100	100	100	100	97	97	97	97	75	76	73	73	23	26	16	20	3	4	2	2	0	1	0	0	0	
	MICHIGAN FREEWAYS.....	58.3	59.0	55.2	61.4	100	100	100	100	100	100	100	98	94	96	88	100	73	77	55	75	34	38	15	75	7	9	2	25	1	1	0	0	0	
	NEVADA FREEWAYS.....	57.3	57.2	57.6	-	100	100	100	-	99	99	100	-	94	95	94	-	71	71	71	-	31	30	34	-	9	9	10	-	2	3	2	-	0	0
	NEW HAMPSHIRE TURNPIKE.....	59.2	59.2	60.0	52.7	100	100	100	100	100	100	100	100	97	97	100	33	82	80	100	33	35	36	33	0	10	10	9	0	1	1	0	0	0	
	OREGON FREEWAYS.....	55.1	55.5	54.3	-	100	100	100	-	100	100	100	-	88	88	88	-	46	50	37	-	9	11	3	-	1	1	0	-	0	0	0	-	0	
	PENNSYLVANIA FREEWAYS.....	51.9	52.9	50.2	53.3	100	100	99	98	99	97	98	98	81	83	90	75	30	37	20	44	7	10	3	10	1	1	0	0	0	0	0	0	0	
	RHODE ISLAND FREEWAYS(RURAL)...	54.9	55.1	53.8	55.2	100	100	100	99	99	100	100	95	95	97	100	75	69	85	50	52	46	13	15	7	15	5	5	1	0	1	0	0	0	
	RHODE ISLAND FREEWAYS(URBAN)...	50.5	50.7	49.7	53.7	100	100	100	96	96	99	100	87	86	90	100	45	48	32	79	19	21	10	36	2	3	0	7	0	1	0	0	0	0	
	TEXAS-FT. WORTH-DALLAS TPK....	52.4	52.7	50.6	52.4	100	100	99	100	100	96	96	97	98	89	89	69	72	47	67	25	26	17	26	2	2	1	4	0	0	0	0	0	0	
	TEXAS-STEMMONS FREEWAY.....	55.2	55.5	54.3	53.4	100	100	100	100	100	100	99	99	99	87	89	82	70	52	55	41	35	8	8	6	5	1	1	1	0	0	0	0	0	
15	RURAL SECONDARY(1)(1)(2).....	51.7	52.0	50.1	50.7	97	98	95	100	91	92	88	90	81	82	75	73	33	35	26	37	12	13	7	4	3	4	2	0	1	1	0	0	0	
13	URBAN PRIMARY.....	42.6	42.9	42.0	43.3	75	76	74	74	55	56	55	59	38	39	37	45	11	12	8	11	3	4	1	3	1	1	0	1	0	0	0	0	0	
3	URBAN SECONDARY.....	39.4	39.5	39.0	38.7	64	64	67	67	40	40	42	33	25	26	21	17	3	3	3	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0
5	SUBURBAN PRIMARY.....	48.4	49.0	46.6	46.7	91	93	88	90	79	83	73	87	65	67	58	64	23	25	17	14	7	7	4	3	1	1	0	0	0	0	0	0	0	0

(1) PERCENTAGES FOR 70 M.P.H. ARE BASED ON 28 STATES FOR MAIN RURAL ROADS, FOR RURAL PRIMARY, AND FOR RURAL INTERSTATE COMPLETED; 3 STATES FOR RURAL INTERSTATE TRAVELEO-WAY; 15 STATES FOR URBAN INTERSTATE COMPLETED; 14 STATES FOR RURAL SECONDARY.
(2) PERCENTAGES FOR 75 M.P.H. ARE BASED ON 25 STATES FOR MAIN RURAL ROADS, FOR RURAL PRIMARY, AND FOR RURAL INTERSTATE COMPLETED; 3 STATES FOR RURAL INTERSTATE TRAVELEO-WAY; 14 STATES FOR URBAN INTERSTATE COMPLETED; 12 STATES FOR RURAL SECONDARY.
(3) RURAL INTERSTATE TRAVELEO-WAY INCLUDES ROADS, AND URBAN INTERSTATE TRAVELEO-WAY INCLUDES STREETS THAT ARE ADEQUATE FOR PRESENT TRAFFIC BUT HAVE NOT BEEN UPGRADED TO FULL INTERSTATE DESIGN STANDARDS, AND THOSE UOER SECTIONS OF EXISTING RUAOS AND STREETS THAT ARE PRESENTLY SERVING THE INTERSTATE TRAFFIC IN INTERSTATE CORRIDORS.
- INDICATES DATA NOT AVAILABLE.

Table 4

Average Speeds of Free-Moving Vehicles
and Percentages of Vehicles Exceeding
Various Speeds by Type of Highway

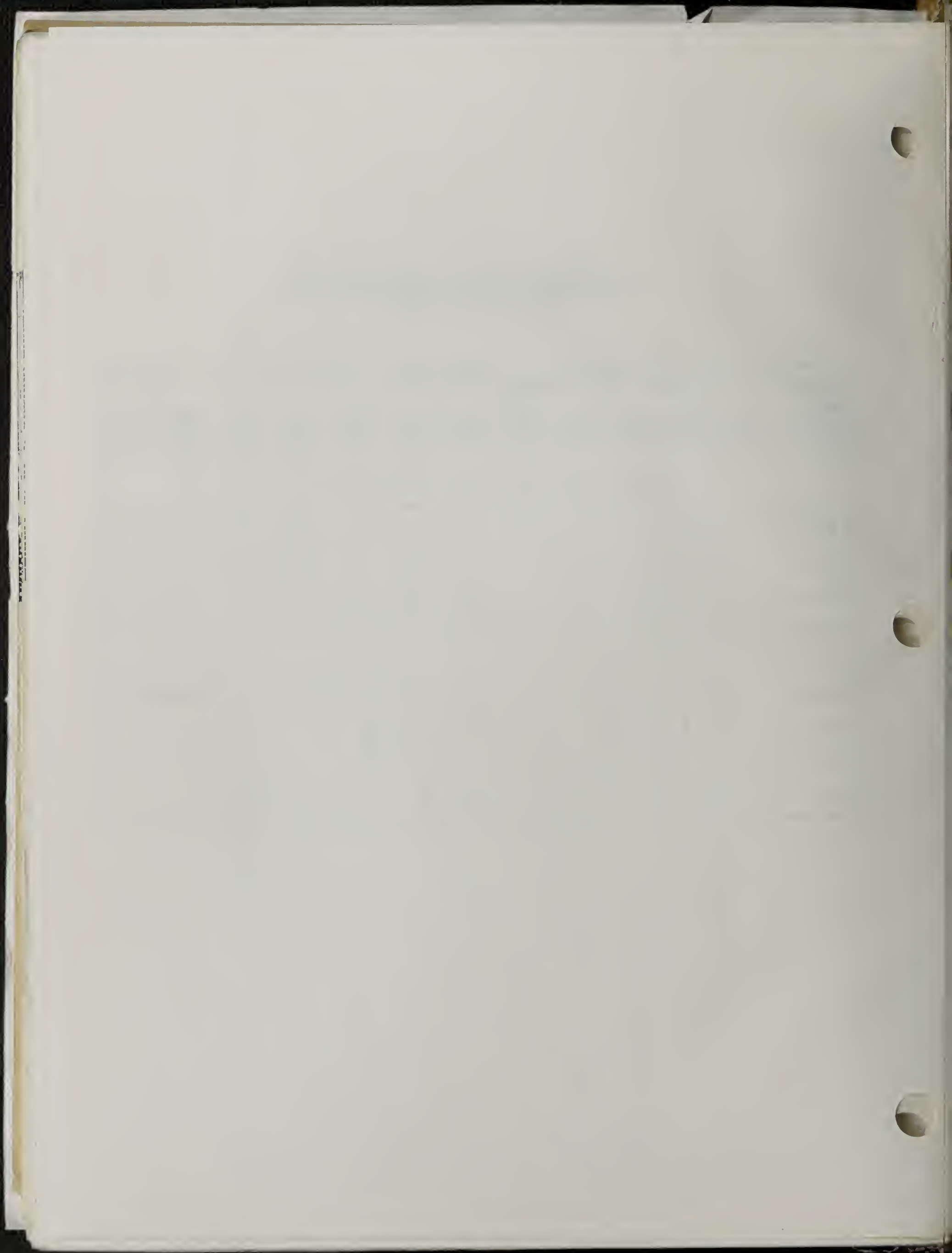
Highway System	Average Speed			Percent of Vehicles Exceeding								
	All Vehicles			55 M.P.H.			60 M.P.H.			65 M.P.H.		
	1973	1974	1975	1973	1974	1975	1973	1974	1975	1973	1974	1975
Rural Interstate	65.0	57.6	57.6	89	65	68	72	29	27	50	9	7
Rural Primary	57.1	53.5	54.6	58	40	47	36	14	17	19	4	5
Main Rural ^{1/}	60.3	55.3	55.8	70	51	55	50	21	21	31	6	6
Rural Secondary	52.6	49.5	51.7	39	24	33	21	8	12	10	3	3
Urban Interstate	57.0	53.1	54.7	58	35	48	33	10	13	16	2	3
Urban Primary	41.8	42.3	42.6	13	10	11	5	3	3	2	1	1

^{1/} Rural Interstate and Rural Primary

Table 5

--Comparison of Average Speeds and Percentage
Distribution--Vehicles Exceeding Various
Speeds--Main Rural Roads

Speed Category m.p.h.	Vehicle Type											
	All			Passenger Cars			Trucks			Buses		
	1973	1974	1975	1973	1974	1975	1973	1974	1975	1973	1974	1975
Avg. Speed	60.3	55.3	55.8	61.6	55.8	56.2	56.6	54.0	54.8	60.4	56.0	55.4
Percentage of Vehicles Exceeding Various Speeds												
35 m.p.h.	100	100	100	100	100	100	99	99	100	100	99	99
40 m.p.h.	98	98	98	98	98	99	96	97	98	98	98	98
45 m.p.h.	94	93	95	95	94	95	90	90	93	95	92	93
50 m.p.h.	84	79	83	86	81	84	76	74	79	83	82	77
55 m.p.h.	70	51	55	75	54	58	58	44	49	72	55	50
60 m.p.h.	50	21	21	56	23	23	33	15	16	58	24	24
65 m.p.h.	31	6	6	37	7	7	15	4	4	36	9	6
70 m.p.h.	14	2	1	18	2	1	4	1	1	9	2	1
75 m.p.h.	5	0	0	6	0	0	1	0	0	1	0	0



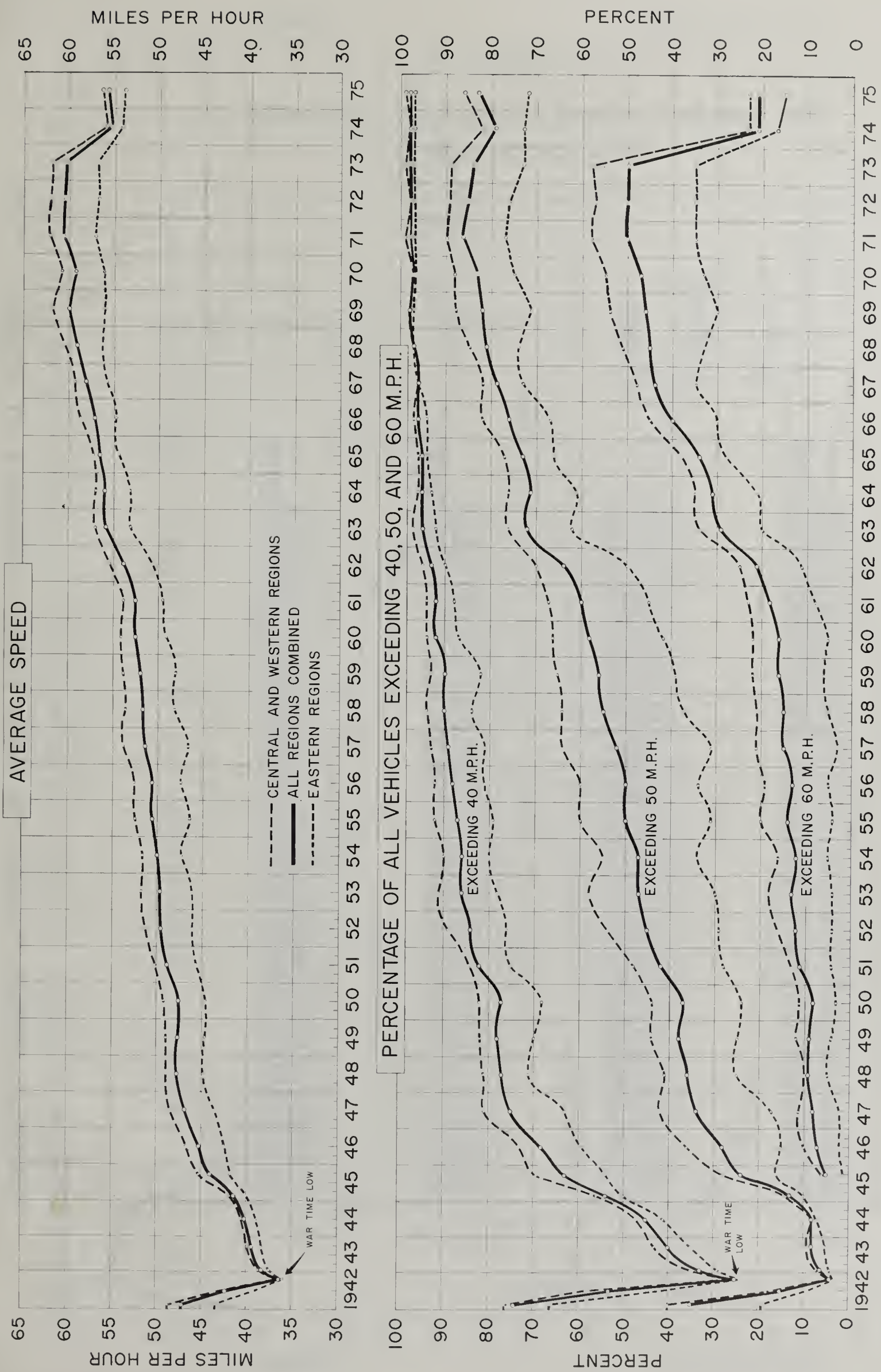


FIGURE 1—SPEED TRENDS ON MAIN RURAL HIGHWAYS BY REGIONS.

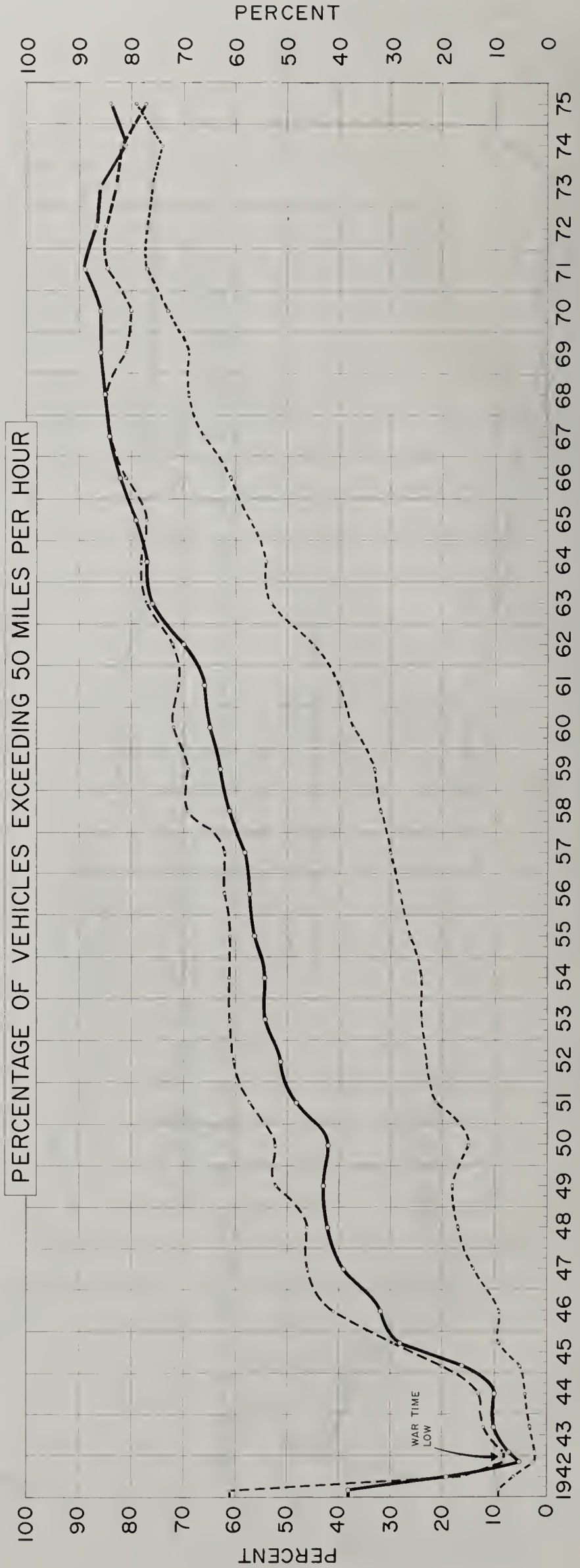
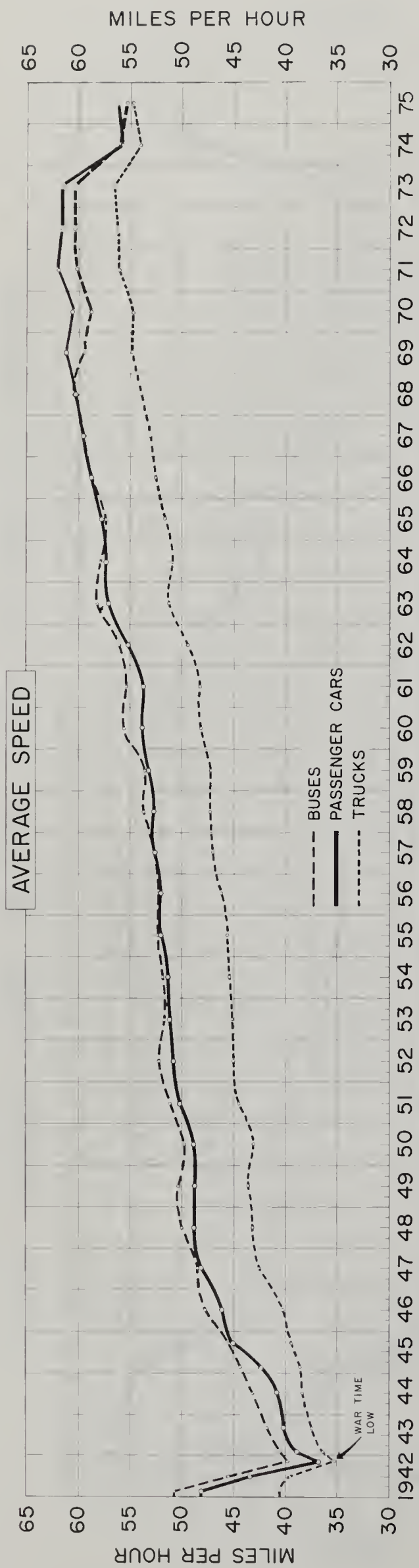


FIGURE 2-SPEED TRENDS ON MAIN RURAL HIGHWAYS BY VEHICLE TYPE

FIGURE-3

COMPARISON OF AVERAGE SPEED BY VEHICLE TYPE
ON MAIN RURAL ROADS

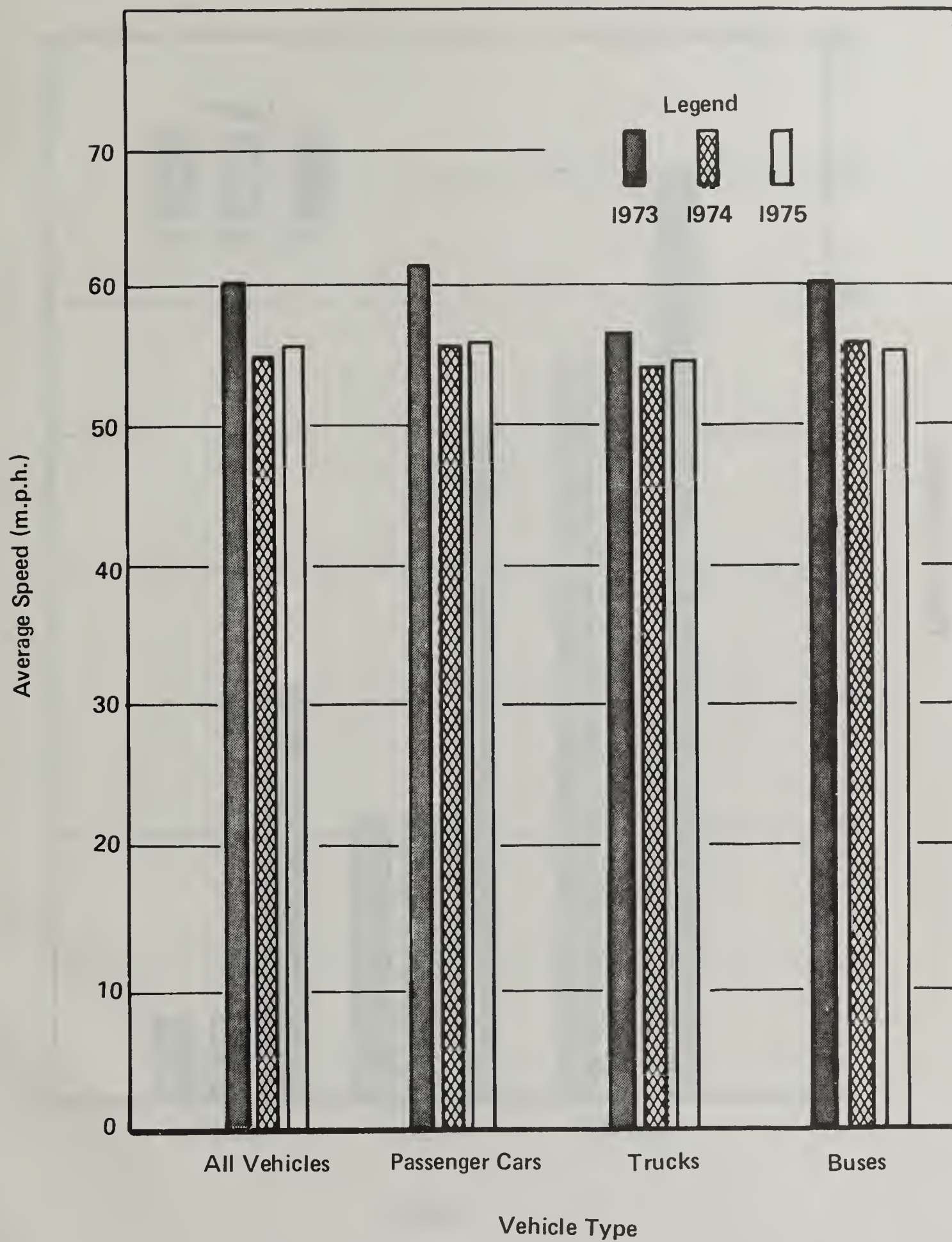
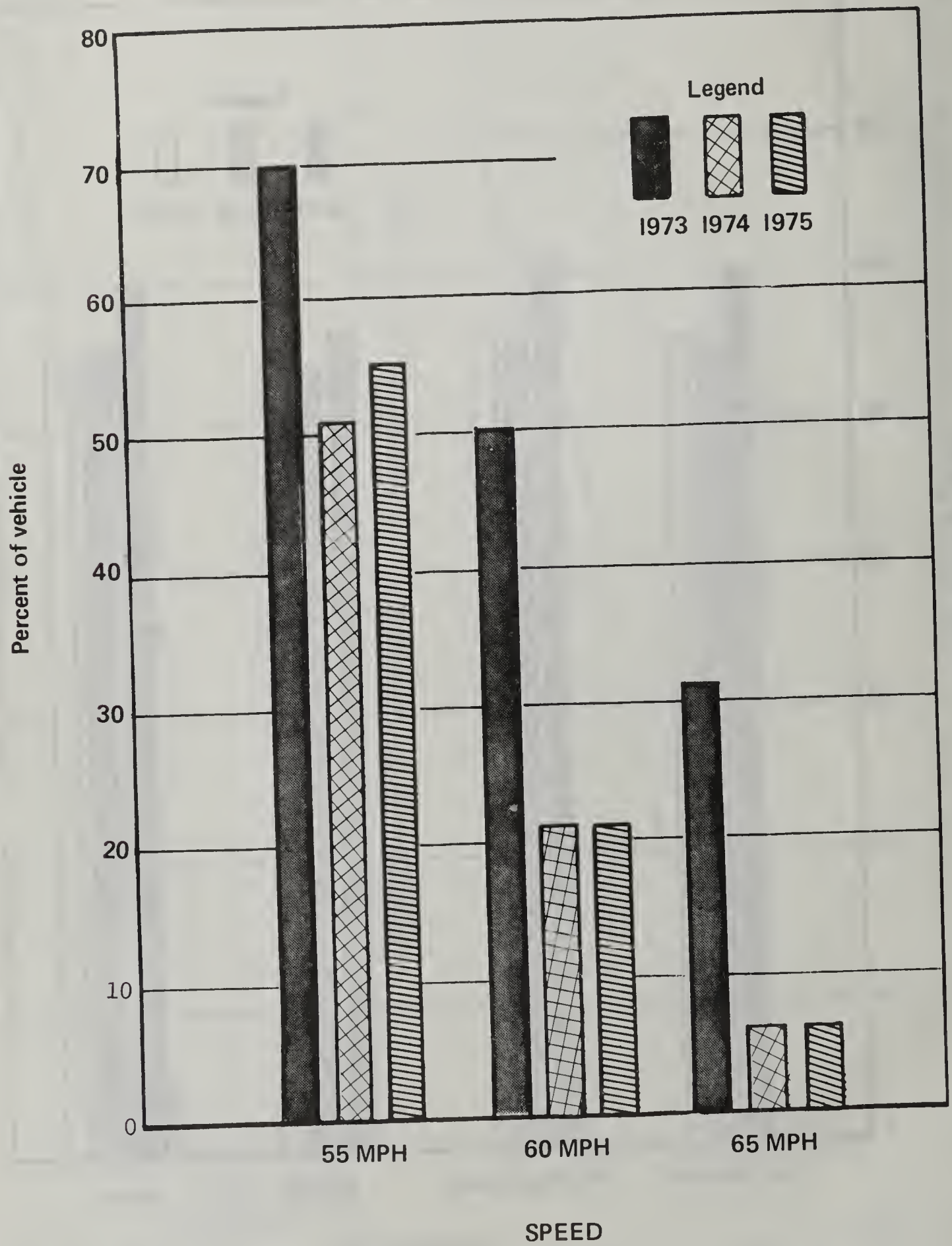
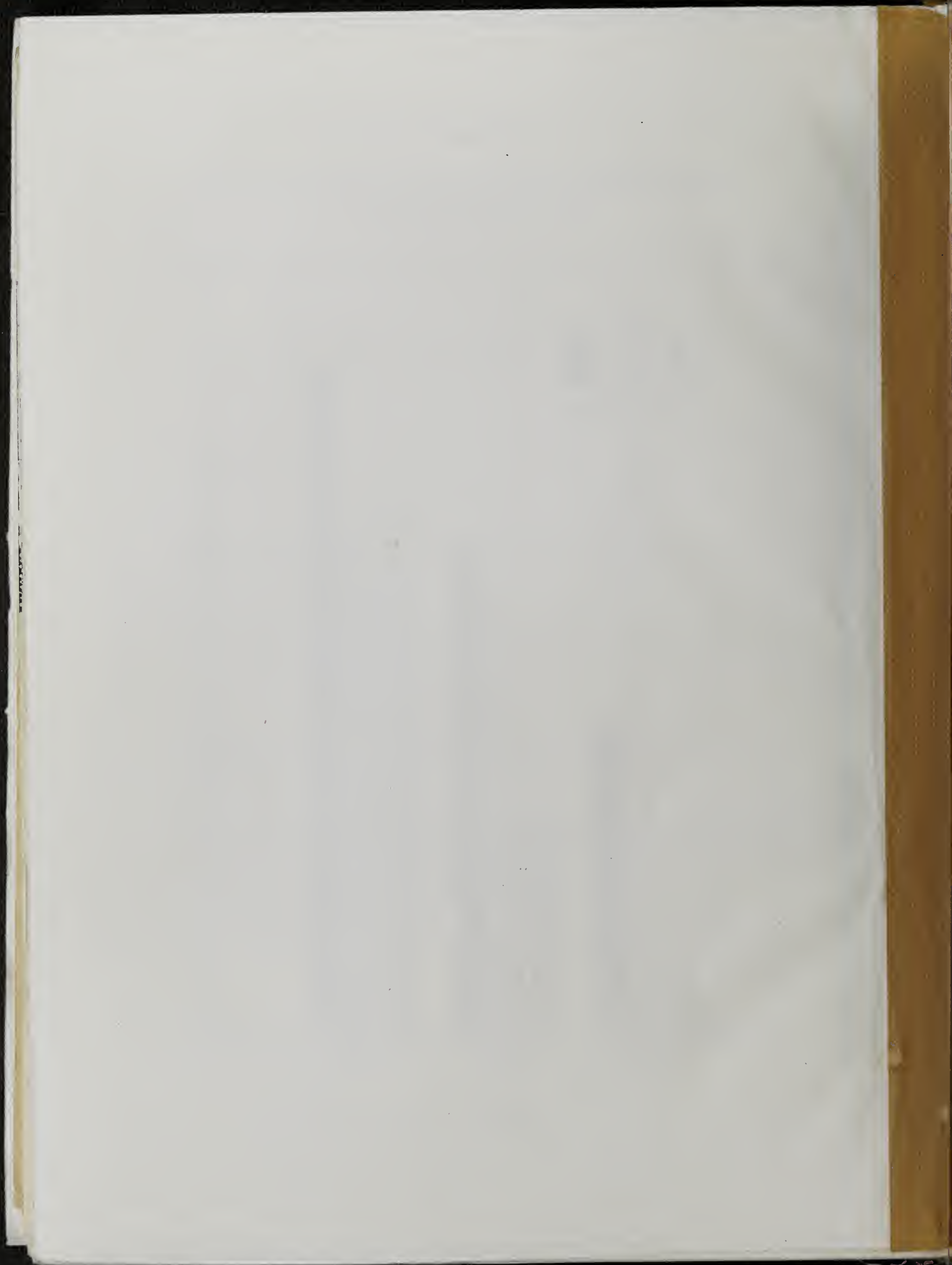


FIGURE-4

PERCENT OF VEHICLES EXCEEDING SELECTED SPEEDS
ON MAIN RURAL ROADS







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